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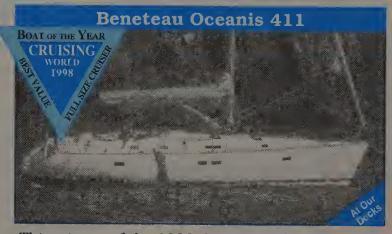
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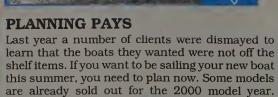












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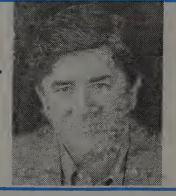


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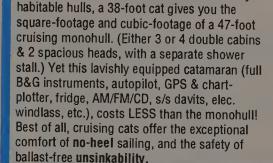
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New Year's sail for the year's new boat –

Convergence tests her wings.

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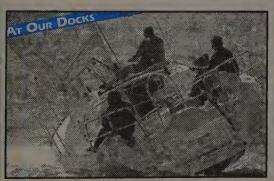








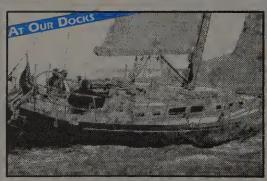




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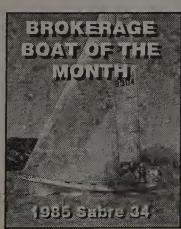
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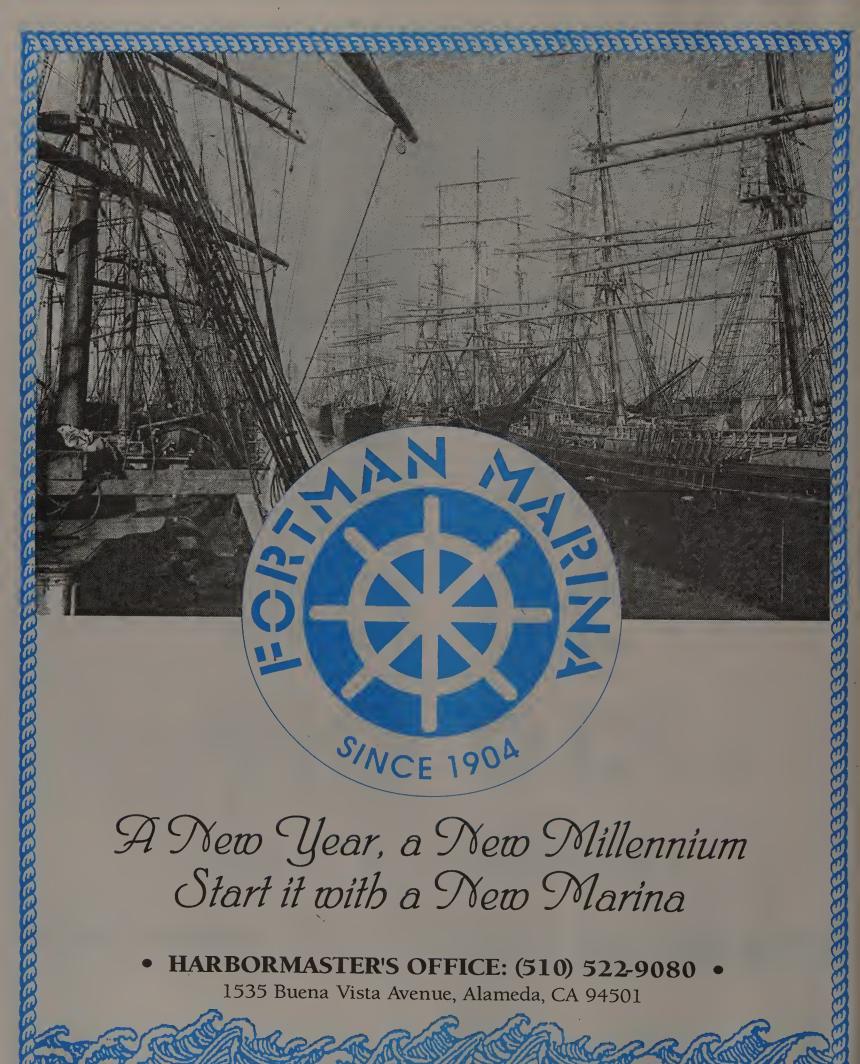
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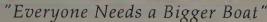
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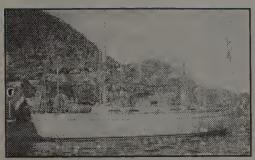
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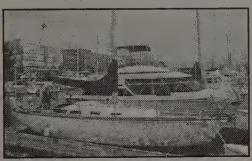
49' BOWMAN KETCH, 1980 Top of the line British construction. Cruise ready. Listing agent: Jill. Asking \$195,000.



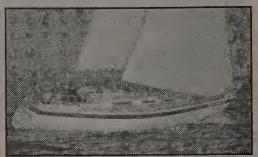
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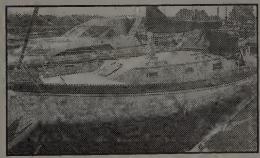
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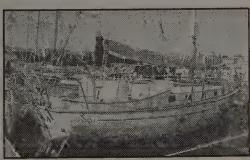
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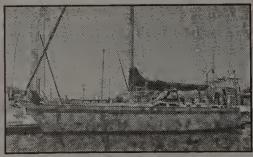
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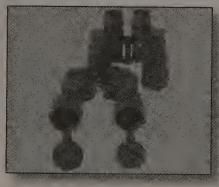
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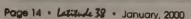
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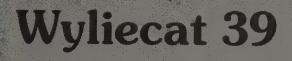




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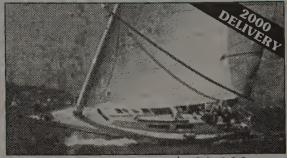
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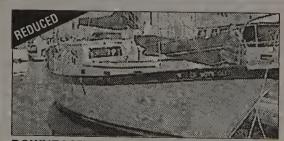
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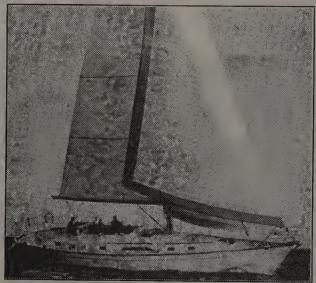
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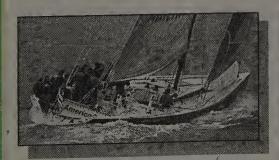
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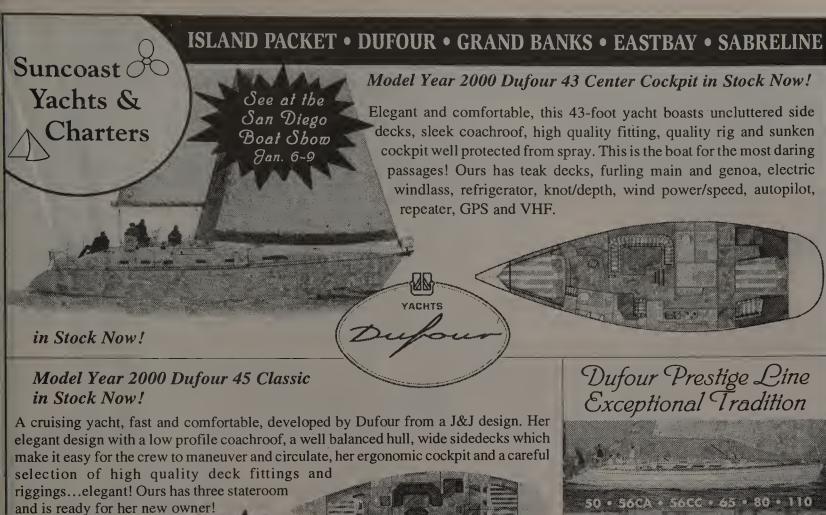
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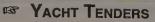
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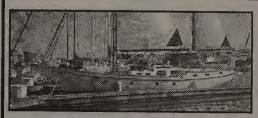


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CALENDAR

Nonrace

Jan. 1 — Happy New Year!

Jan. 2 — "International Year in Sailing," on ESPN at 11:30 a.m. Topics include the Sydney-Hobart debacle, Around Alone, Key West Race Week, *PlayStation*, the TransPac and more.

Jan. 6-9 — San Diego Boat Show. Info, (619) 274-9924.

Jan. 7 — Bay Area Pacific Cup Gathering, 7 p.m. at Berkeley YC. Anyone interested in next year's West Marine Pacific Cup is invited. Chuck Cunningham, (831) 476-7498.

Jan. 8 — Free Ham Radio license testing at H.F. Radio in Alameda. Held the second Saturday of every month. Call H.F. Radio in advance for reservations, (510) 814-8888.

Jan. 8 — Moore 24 Class Cocktail Party at Santa Cruz YC, 6:30 p.m. RSVP, Syd Moore, (831) 429-8304.

Jan. 12 — SSS TransPac Seminar #4: "Electronics." Free, 7:30 p.m., Oakland YC. Fred or Jean, (510) 769-8952.

Jan. 14-23 — 58th Sports & Boat Show at the Cow Palace. Info, 931-2500.

Jan. 15 — "Win in 2000', a racing seminar at the new Doyle Sailş loft in Alameda, 1 p.m. Call (510) 523-9411 for information and reservations.

Jan. 18 — S.F. Bay Oceanic Crew Group monthly meeting, featuring John Connolly (head instructor at Modern Sailing Academy) speaking on "Cruising the South Pacific." Fort Mason Center, Room C-210, 7:00 p.m., free. Info, 979-4866.

Jan. 20 — Full moon, big tides.

Jan. 20-23 — Sail Expo at Atlantic City, the largest indoor sailboat show on the East Coast. Sail America, (401) 841-0900.

Jan. 26 — "The Battle for Richardson Bay", a free lecture by Dr. Marty Griffin (author of Saving the Marin-Sonoma Coast) at the Bay Model Auditorium, 7 p.m. Richardson Bay Maritime Association; Barry Hibben, 383-2279.

Jan. 29 — Pacific Cup Seminar #1: "Boat Preparation and Systems"; 9 a.m. to 5:30 p.m. at the Berkeley YC; \$20 fee includes lunch. Panelists include John Jourdane and Chuck Hawley. RSVP, Chuck Cunningham, (831) 476-7498.

Jan. 29 — Ham Radio class: get your No-Code Technician License at this one-day class, 8:30 a.m. to 5 p.m. at the Oakland YC. Cost is \$80, sign up by Jan. 12. Rich Beckett, (510) 521-1559.

Jan. 30, 1990 — Ten Years After, from a Sightings piece titled "Lost and Found — and Lost":

"On January 30, in mid-Pacific, an alert lookout on the west-bound container ship *Maui* spotted the upturned hull of a large sailboat. But any tension it may have caused aboard was quickly dispelled when Captain Scott Abrams got a good look. As well as a Matson Lines skipper, Scott is a veteran TransPac Sailor (the last aboard *Grand Illusion*). He immediately recognized the long, lithe hull as *Pandemonium*, the Nelson/Marek 68 that dropped her keel and turned turtle on the way back home from Hawaii to the Bay Area last summer. *Pando*'s four-man, one-woman delivery crew were rescued the same day, August 3, some 300 miles off San Francisco.

"In the days following the incident, an aerial search by both Coast Guard and private aircraft hired by Des McCallum, *Pandemonium*'s owner, failed to turn up any trace of the boat. (Conditions were admittedly poor — a 500-foot cloud ceiling and rough water.) This seemed to confirm the delivery crew's belief that the boat had sunk. About a month later, the insurance company paid a claim of \$280,000, and the incident became another footnote in the colorful history surrounding the Trans-Pac — or so everybody thought.

"But now, here she was, floating serenely four miles south of the Great Circle route and 680 miles southwest of where she flipped. The rudder and keelbolts were sticking up, plainly visible. Though her submerged topsides showed some marine



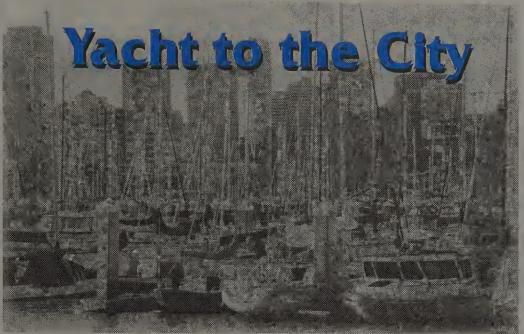












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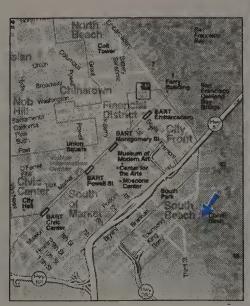


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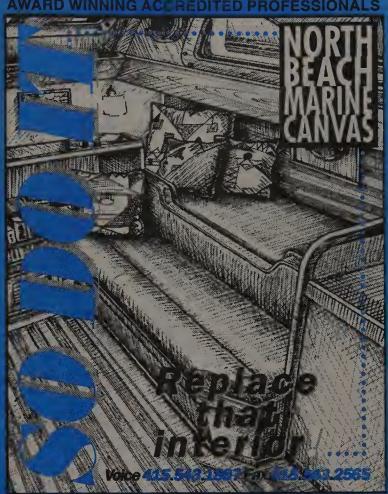
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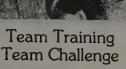
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CALENDAR

growth, both Abrams and Allen Garfinkle, *Maui's* chief mate, said the rudder and bottom were as clean and shiny white as if they'd just been painted. . ."

Feb. 9 — SSS TransPac Seminar #5: 'Provisioning, Personal Gear, Return Trip'. Free, 7:30 p.m.. OYC. Info, (510) 769-8952.

Racing

Jan. 1 — Master Mariners New Year's Day Race, followed by a raft-up and party at Bay View BC. Robert Briscoe, 364-1656.

Jan. 2-19 — Louis Vuitton Cup Semi-Finals begin in Auckland. Italy, Japan, France and three U.S. syndicates will sail in this series, with only the top two advancing to the Finals.

Jan. 13 — 25th Annual Fort Lauderdale to Key West Race, a 160-mile feeder to Key West Race Week. Sounds like fun! Lauderdale YC/Storm Trysail Club; Ken Batzer, (954) 946-3467.

Jan. 17-21 — GMC Yukon *Yachting* Key West Race Week, the lucky 13th edition of this now-classic series. Last year, a record 273 boats competed, representing 33 states and 17 countries. Organizers expect 30 Farr 40s this year, as well as 22 One Design 35s. Check *www.yachtingnet.com*, or call event director Peter Craig, (781) 639-9545.

Jan. 20-Feb. 13 — Louis Vuitton Cup Challenger Finals. The winner will face New Zealand for the 30th America's Cup.

Jan. 20-29 — 11th Annual Miami Olympic Classes Regatta, with competition for the nine Olympic classes. US Sailing, (401) 683-0800.

Jan. 26-Feb. 22, 1980 — It Was Twenty Years Ago Today, from a *Latitude* article about the 1980 SORC:

"You can't lose sight that the object of the whole program is to have fun. If you're not having fun, there's no sense in having come down here, because it is too expensive and too time-consuming."

"That's Steve Taft talking after the first race of the SORC (the 144-mile St. Pete to Boca Raton Race). He's not being philosophical, he really believes what he is saying. The reason the subject arises is because the boat he is crewing on, *Pegasus*, is not doing as well as originally expected. And there is serious concern that the boat in her current state doesn't measure up to the top boats in the fleet.

"Pegasus, you will remember from last month, is one of two new Bay Area boats that have been put together specifically to win the SORC. She is Dave Fenix's Holland-designed, Kiwi-built 46-footer. The other local entry is Bill Clute's Peterson-designed, cold-molded, fractionally-rigged two tonner, *High Noon*, built by Geraghty."

Jan. 29 — SSS Three Bridge Fiasco — around Blackaller Buoy, Red Rock and Treasure Island in any order and any direction. Boats can cross the start/finish line in either direction — a real fiasco! Terry McKelvey, (510) 527-9433.

Feb. 12 — Kurt Zane Regatta, a non-spinnaker event for Catalina 30s. Two races on this date, followed by one on March 11. Island YC; (510) 521-2980.

Feb. 15-19 — San Diego to Puerto Vallarta International Yacht Race, with starts for cruisers (Feb. 15), small PHRF (Feb. 16), large PHRF (Feb. 18), and ULDB 70s and turbos (Feb. 19). See *Racing Sheet* for entry list. SDYC, (619) 221-8400.

Feb. 14 — America's Cup begins, finally.

Feb. 27-Mar. 3 — MEXORC, expanded to eight races/one layday. Great parties, too! Frank Whitton, (619) 226-8033.

Feb. 29-Mar. 5 — Acura SORC, the 59th edition of this classic Miami, Florida, midwinter series. Info, (305) 673-6000.

Mar. 11-12 — Big Daddy Regatta. RYC, (510) 237-2821.

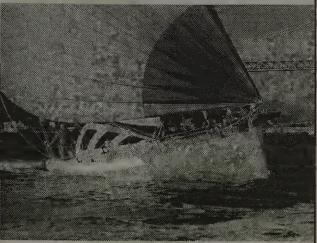
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ALAMEDA YC — Estuary Midwinters: 1/9, 2/13, 3/19. ML Higgins, (510) 748-0289.

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J/120 Owner Profile

OWNERS:

Doug, Carolyn and Jonathan Slakey



Doug Slakey took delivery of his new J/120 in December, looking forward to many new sailing experiences on the Bay with his wife and their 14-year-old son Jonathan.

Doug garnered much of his sailing proficiency through the ASA certification process at a sailing school in Redwood City. The skills and pleasure of sailing grew while chartering boats on the Bay. After a while, the bug bit, and he had to have his own boat. The first boat, a popular, new production performance cruiser, turned out to be comfortable but was difficult to control and was getting 'beat up' in the Bay's challenging conditions. The interior was nice, but sailing pleasure was a high priority.

The desire for a boat that was easier to sail, safer and more stable, and with the opportunity for race-winning speed led Doug to the J/120. A test sail confirmed the improved performance and the full interior assured his family that they weren't giving up anything in terms of comfort or ability to do the occasional overnight.

The possibility of participating in competitive racing with a boat that can be 'dialed up' for race days or can be fun and exhilarating for his son Jonathon to be at the helm or provide safe and comfortable cruising for Carolyn, meant the J/120 had the right combination of features for the Slakey family.

The Slakeys, like so many other families, find when they really look at how they use a boat, and what they want from a boat, it starts looking more and more like a J/Boat.

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CALENDAR

BENICIA YC — Frostbite Series: 1/15, 1/29, 2/12, 2/26. Jerry Martin, (707) 745-3731.

BERKELEY YC — Chowder Races: 1/1, 1/15, 1/22, 1/29, etc. Paul Kamen, (510) 540-7968.

BERKELEY/MYCO — Midwinters: 1/8-9, 2/12-13, 2/27. Bobbi Tosse, (925) 939-9885.

CORINTHIAN YC — Midwinters 2000: 1/15-16, 2/19-20. CYC, 435-4771.

ENCINAL YC — Jack Frost Series (format change): 1/15, 2/19, 3/18-19. Mike Rettie, (510) 522-1807.

GOLDEN GATE YC — 29th Seaweed Soup Series: 1/2, 2/5, 3/4. GGYC, 346-BOAT.

LAKE MERRITT SC — Robinson Memorial Midwinters: 1/8, 2/12, 3/12. Duncan Carter, (925) 945-6223.

OAKLAND YC — Brunch Series: 1/2, 1/16, 2/6, 2/20, 3/5. Bob Donovan, (925) 934-7848.

RICHMOND YC — Small Boat Midwinters: 1/2, 2/6, 3/5. RYC, (510) 237-2821.

SANTA CRUZ YC — Midwinters: 1/15, 2/19, 3/18. SCYC, (831) 425-0690.

SAUSALITO YC — Midwinters: 1/9, 2/6, 3/5. Frank Drouillard, 898-6500.

SHORELINE LASER FLEET — Mountain View Midwinters: 1/9, 2/13. Roger, (408) 249-5053.

SOUTH BAY YRA — Winter Series: 1/8, 2/12. Bob Carlen, (831) 336-2672.

SOUTH BEACH YC — Midwinters: 1/8, 2/12, 3/11. Mark Hecht, (650) 341-6449.

Please send your calendar items by the 10th of the month to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phoneins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

January Weekend Currents				
date/day	slack	max	slack	max
1/01Sat		0003/2.1E	0327	0631/2.7F
	0921	1237/3.7E	1633	1939/2.9F
	2230			,
1/ 0 2Sun		0101/2.0E	0416	0714/2.6F
	1002	1318/4.0E	1718	2027/3.1F
	2324			'
1/08Sat	0258	0503/2.0E	0811	1102/2.3F
	1344	1710/4.5E	2107	
1/09Sun		0006/3.3F	0337	0545/2.1E
	0852	1144/2.2F	1423	1752/4.4E
	2142			14, 60 (4)
1/1 5 Sat	0127	0438/2.8F	0746	1049/3.9E
4/400	1451	1737/2.6F	2049	2312/2.5E
1/16Sun	0227	0533/2.8F	0834	1145/4.4E
1/17Mon	1548	1843/3.2F	2159	
1/1 / IVION	0923	0014/2.4E	0327	0628/2.9F
	2302	1240/4.9E	1643	1943/3.7F
1/22Sat	0229	0446/2.9E	0750	4050/0.05
1722001	1341	1657/5.6E	0758 2052	1050/3.3F
1/23Sun	0314	0535/3.0E	0854	2354/4.4F
	1435	1746/5.1E	2139	1142/3.1F
1/29Sat	0200	0459/2.3F	0754	1100/3.3E
	1512	1819/2.5F	2108	2329/1.6E
1/30Sun	0258	0555/2.2F	0842	1157/3.5E
	1605	1916/2.7F	2210	1107/0.00

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	53' J/160, '97, Bushwacker*	6	70,000
	42' Catalina, '89, Dare End Go*		98,500
	40' J/120, '94, Eileen*		18,000
×	40' Santa Cruz, '83, Defiance		92,000
	38' Island Packet, '90, Plan B	1	60,000
	37' Express, '86, First Class		77,500
	36' Beneteau First 36s7, '97		
	36' Catalina MkII, '97, Linda May*		
	36' Catalina, '92, Arazi*		
	35' J/35, '90, Rag Tag*	Reduced	74,500
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405 CM 300 CM 100 CM 14 FG		
35' J/35, '88, Gambit*	. Pending	69,500
35' J/105, '99, Grace Dances*	1	40,800
35' J/105, '92, Speedwell	. Pending	97,500
35' Santana, '80, Swell Dancer		32,000
35' Schock, '86, Reflex*		51,000
33' J/33, '88, Troubador		54,000
33' Farr, '84, Farr Out	Reduced	39,900
33' Soverel, '87, Grand Jefe	,	. SOLD
30' Nelson/Marek, '94, Invincible*	Reduced	69,900
30' Henderson, '98, Dog House*		83,900
27' CF, '78, Midnight Express*	,.,	17,900
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27' J/27, '85, Shadow* Reduced	15,000
26' J/80, '94, Next Week	28,000
26' Capo, '85, Amorous*	30,000
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LETTERS

↑ WELCOME TO COLDHEARTED CALIFORNIA

I'm writing to tell you about our visit to Crescent City, the first harbor we've visited in California. We arrived on a beautiful day with our 1965 Columbia sailboat, but decided we had to stay for awhile because a storm was on the way. Despite the forecasted storm, we were told we had to anchor out rather than tie up at a dock.

The storm hit late on November 7 with winds blowing up to 62 knots. Our anchor broke free and we ended up having to cut the line so we wouldn't run aground. We ended up pinned against a pier. Even though we're both disabled, we had no choice but to climb from our boat onto the pier during the storm.

Soaking wet and very cold, we told a harbor employee what had happened and asked if there was some place we could get out of the weather. He told us to wait in front of the harbor office until he could return, because he had other things he needed to check on! He knew full well that we were soaking wet and that the front of the office offered no protection from the wind.

We stood out there in the cold for at least half an hour before we were finally able to flag down the very nice couple who own the crab boat *Honey Gale*. They let us spend the night aboard their boat — for which we will always be grateful. Thank God for the kindness of strangers.

The next morning we were able to rescue our boat, but she had suffered a lot of damage. I'm just glad she's built like a tank or she would have been a total loss. Our boat is our home — and she could have been our coffin.

When we confronted the Harbormaster the next morning she just smiled — and nodded to her workers that it was all right to let us tie up to a dock without water and electricity. What bothered us the most is the fact that the harbor personnel just didn't care about us or the hell we had been through. All they cared about was being paid for the dock they let us tie up to. I sure hope the rest of California is not so uncaring and coldhearted.

Amanda Taylor and Wesley Sauer

Amanda & Wesley — We don't know the specifics about your case, but it seems that too many government employees — and all politicians — are completely unclear on the concept of being a 'public servant'.

↑ NAKED ON THE FOREDECK IN A HOWLING GALE

In last July's issue, you published a letter from us asking for advice on how to get berths crewing on a multihull in the 2000 Ha-Ha. You suggested that we place an ad in your fine publication, which seemed like a good plan. However, before we got around to it, we received an offer from a couple looking for someone to crew on their Fiji 39 catamaran. This seemed too good to be true, and they said they just had a few questions to ask us. Here are the questions:

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4) Do you know First-Aid? 5) Do you like Jimmy Buffett tunes?
6) Does your wife know how to mix drinks? 7) Are you sexually active or do you prefer sheep? 8) Do you have any objection to standing naked on the foredeck in a howling gale and letting the wind and sea caress your body, stimulating your secret desires? 9) Do you object to being punished when having done something wrong, by being spanked (gently) or by being switched with brush strokes across the buttocks? 10) Do you object to the skipper wearing pantyhose and high-heeled pumps while parading around the deck with a cat o' nine tails? If your answer to these questions are satisfactory to us, we may entertain the possibility of your presence on our boat. Please submit your

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LETTERS

bank statements, account balance and PIN #. Sincerely yours, G, & S. Kuperis, *C'est Si Bon II.*"

It just goes to show you there are some sick puppies out there! By the way, we will be departing the Seattle area with these sick puppies in August and heading south for the start of the Ha-Ha 2000. It turns out they are actually friends of ours who saw our request in *Latitude*.

Rob and Linda Jones Whidbey Island, WA

↑UNEXT YEAR'S HA-HA DATES

l realize it's early and that the '99 Ha-Ha Rally from San Diego to Cabo only recently finished. But we're planning to join the Ha-Ha next year and would appreciate getting the dates and information when it becomes available.

Ken and Cath Machtley Felicity, Tashiba 31

Ken & Cath — The Ha-Ha Kick-Off Party will be in San Diego on October 29, the start on the 31st, and the awards ceremony in Cabo on November 11. The dates are a little bit later this year because the Ha-Ha folks want to take advantage of a full moon at the end. As for additional details, they'll be available in May when the Grand Poobah comes out of winter hiber nation.

One word of caution. You know how stock brokers had to say "past performance is no guarantee of future success?" It's the same with the Ha-Ha. Just because there were great and gentle sailing conditions for the last several Ha-Ha's, everyone must prepare as if we're going to be hit by some real nasty stuff. So everyone thinking about entering should spend the time between now and the start honing their sailing skills and making sure their boat's basic systems are in top condition.

↑ WE WOULD LOVE TO NEVER HAVE INSURANCE

We cruised the waters of Mexico from '95 to '99, and often discussed the pros and cons of insuring one's boat while cruising. One argument put forward by the 'no insurance' crowd was that you pay premiums, but if you ever need to file a claim, that's when the real headaches begin. We had insurance — but hoped we'd never have to find out if it would be a pain to file a claim.

At the end of our Mexican cruising years, we shipped our boat back to a boatyard in Tacoma, Washington — which managed to drop the mast on the foredeck! *Nanook* was insured with Barnett Insurance of San Diego — now merged with Blue Water Insurance — so our first call was to Mike Barnett.

It took a few weeks for us to compile all the estimates and three more weeks for the insurance company to approve the amounts and Fed Ex the paperwork. But just 11 weeks after the accident, we'd received a check for the full amount of the damage — slightly over \$12,000.

We would love to have never had to place an insurance claim. We would also have been happy to not have had to pay premiums for the years prior. But if an accident does occur, I'd rather be insured than not. Our experience with Barnett / Blue Water was 100% positive.

Most cruisers we met don't have the resources to comfortably afford the loss of their boat. Therefore, we strongly believe that cruising without insurance is foolhardy.

Rick and Christie Gorsline Nanook Tucson, Arizona

In 1997-'98, I attended a series of Singlehanded Sailing Society seminars at the Oakland YC to prepare myself and my

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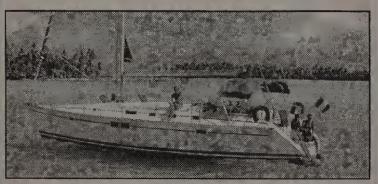




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LETTERS

Targa 32 Kaneloa for a passage to Hawaii. Although the commute traffic to the Oakland YC from Palo Alto was painful, the information disseminated by the guest speakers was invaluable. I listened, asked a lot of questions, and subsequently participated in a couple of Doublehanded Farallones Races.

Then, starting on June 27 of last year, I singlehanded *Kaneloa* out the Gate and 18 days later arrived at Lahaina, Maui. I arrived in the Islands none the worse for the wear — although there had been some. For example, I wasn't able to eat or sleep the first two days because of gale conditions. Furthermore, I lost the use of my engine halfway across after getting a fishing net wrapped around the prop, and lost a lower shroud when the swaged-on terminal parted.

After cruising through the Hawaiian Islands — Maui, Molokai, Oahu and Kauai — I departed on August 4th with a crew that consisted of Rich Lessor and his 12-year-old son Richard. During our 24-day return trip to San Francisco, Rich — who had already made the crossing seven times — made an unsolicited comment that the *Kaneloa* had been well prepared — especially after doing some minor repairs and jury-rigging of two of the boat's port stanchions. I thanked Rich and explained to him that the preparation of the boat was primarily due to the information I had received from the Singlehanded Sailing Society. Thank you, SSS.

Terry Kane Kaneloa, Targa 32 San Francisco

Readers — With the Singlehanded TransPac taking place this summer, these seminars are being held again this year. Call (510) 769-8952 for further information.

↑USAD NEWS FROM LINDA AND JOHN MARTIN

We have some very sad news. My husband Jack and my 18-

year-old son John were involved as passengers in a head-on collision near Opua, New Zealand on November 30. Jack died at the scene of the crash. John suffered a stable wedge fracture in his



Linda, Jack and John Martin in happier times.

T-ll vertebra, but fortunately the prognosis is for a full recovery. I thought *Latitude* might publish this letter about our cruising together and to let others know about Jack.

It has indeed been a long time since our travels in Panama, the last time we wrote to *Latitude*. In June of '98 we sailed south to Manta, Ecuador, where we spent three months making landbased friends, touring the Andes from Quito to Cuenca, and staying in the jungle of the Amazon Basin with a local Quichua family

The next five months we explored several northern coastal cities and ancient Indian ruins among the sand dunes of Peru. Lima and Callao brought us in touch with the Yacht Club Peruano, and there aren't enough words to express what a fantastic club it is. Jack and John raced in their 'big boat' series and their J/24 series. The club is a jewel and we had a topnotch haulout while there. In addition, club members invited us into their homes and to their beach cottages.

Is coming to the Bay Area ton. February 6. Call (800) 347-2457 for additional information.

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Farr 40 Worlds

1, 3, 4, 5

Big Boat Series

Farr 40: 1, 2, 3

ID35: 2, 3

Express 37: 1

St. Francis A Division: 1, 2

San Diego NOOD

3/24: 1, 2, 3

1/105: 1, 2

J/120: 2

Schock 35: 1*, 3

Lev. 108: 2*, 3

Weiges 24 Worlds

1, 3

S. California J-Fest

J/24: 1 J/105: 1

J/120: 2, 3

Chicago NOOD

1D35: 1, 3

IMS: 1*, 2, 3

J/105: 2

J/24: 1, 2, 3

J/30: 1

J/35: 2, 3

Ben. 42: 2*, 3*

GL 70: 2,3*

Lev. 36-42: 1, 2, 3

PHRF R/C: 1*, 3

S-2 9.1: 2, 3

T-10: 1, 2*

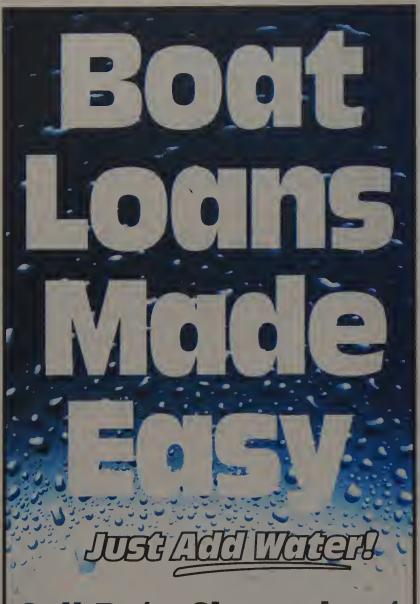
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LETTERS

During this phase of the trip, we were also able to explore Cuzco; hike the Inca Trail to Macchu Picchu; visit the floating reed islands of the Uros and the Quechua Indians on the island of Taquilla; travel the Colca Canyon; stay with friends in La Paz, Bolivia, over Christmas; and then with more friends in the beautiful city of Cochabamba, Bolivia, for New Year's.

In late February of '99, we left for Arica, Chile. The harbor was too hazardous to leave the boat, so we continued on to Iquique, Chile. The foulness of the harbor — a lead-gray, chemical cesspool where fish, birds, and sea lions were dying by the score from fish meal plant emissions — was only exceeded by the rudeness of the small-time board of directors of the 'yacht' club. We would highly recommend bypassing this port, and within five days we'd set sail for Pitcairn Island.

Thirty-nine days later — we had very little wind and we were loaded down with tuna which would bite bare hooks the minute we dropped them — we arrived at Pitcairn, one of the world's most unique and friendly islands. We spent three days exploring the island, attending church services, visiting various homes, and having dinner with Tom Christian — Flectcher's descendant. While there, we also met Jimmy Cornell and some of the other Millennium Rally boats.

April found us in the Gambier Islands, followed by a nine-day 'on-the-nose' sail to Raivavae in the Australs. Our visit was considered a special occasion by the people of this isolated island, who gifted us with beautiful woven hats, bags, shell necklaces, fruits, and flower crowns. This all happened at their Thanksgiving feast, which featured roasted pigs, chickens, fish, poi, taro, and other native dishes served upon banana leaves and eaten with the fingers.

Tahiti, Moorea, Huahine, Raiatea, Tahaa, Bora Bora — we rode our bikes around these islands and snorkeled and dove in their waters. We found Moorea and Bora Bora to be particularly beautiful. Suvarrow, in the Cooks, was exceedingly special as we became friends with the three hospitable caretakers: Tom, Tom, and Sante. It was nesting time for the sea terns at Suvarrow, the coconut crabs were plentiful, and there was a large number and variety of shells. Snorkeling the outside wall and the surrounding reef was terrific.

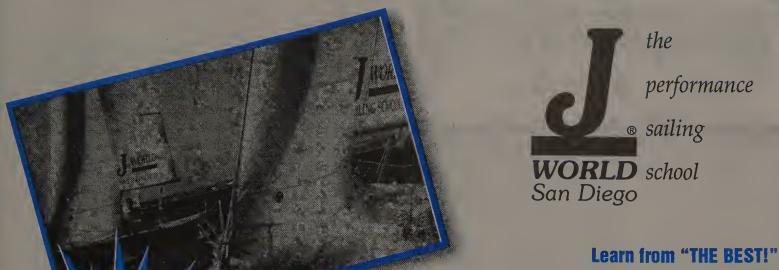
By August, we had reached Pago Pago, American Samoa, the source of American canned tuna. The beauty of the island was smothered by the blight of a welfare society. At this point, Linda returned to Port Townsend to visit her family while Jack and John did a 'father and son' cruise through Western Samoa and Tonga, arriving in Opua, New Zealand on November 20. All that went without a hitch.

After ten days, Jack and John decided they would join Linda's parents in renting a place in New Zealand for 18 months, during which they would travel in New Zealand and Australia. After that, the plans would be updated once again. But that's when tragedy struck.

On Tuesday, November 30, Jack and John were picked up as a courtesy by Ocean Outfitters so they could shop at their store in Opua. Within a stone's throw of the marine store, the Land Rover in which they were passengers was involved in a head-on collision. Jack died at the scene of the crash of internal hemorrhage, and John sustained a stable wedge fracture on his T-11 vertebra. Praise God that this will heal without incident. John spent three days in the hospital and will now wear a back brace for at least six weeks. He must remain flat on his back or standing during his recuperation, after which he should recover with the help of physical therapy. He should recover completely in about six months. He turned 18 on December 4.

The cruising communities throughout New Zealand have come to our side during this period of intense pain. During the

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I FTTERS

two days it took for Linda and her parents to reach John's bed side, friends were with him around-the-clock. In addition, they have been there at the drop of a hat to meet any need. The outpouring has been tremendous. While on the plane to New Zealand, Linda met a man from Whangarei who is giving her his extra car to use for almost nothing. A member of the Opua Cruising Club is giving them his mooring ball free of charge. Another Cruising Club member from Opua is letting them stay at his Bay of Islands beach resort at his cost - and this is during the high season. These people have been wonderful. These people are wonderful. With the healing time that John will require, plus arrangements with the NZ government, and the sale of TJ, the family plans to be in NZ at least three months minimum. Jack would want them to see the country and would encourage them to go to Australia as well. He will travel with them in spirit. Jack, John, and Linda have a deep faith in Christ and know that He will cover them with His love and care. While they grieve the loss of Jack terribly, they also look forward to tomorrow.

Linda and John Martin Teresa J Whangarei, New Zealand

Linda & John — We're terribly sorry to hear the news. If there is any consolation, we suppose it was that Jack seemed to be living life to the fullest right up to the end.

↑ WITH AN ARTIST'S PICTURE

Now just a minute! I've been reading *Max Ebb* for some 20 years and never have taken serious exception to his sometimes outrageous assertions. But I'm surprised to find that some-

thing he wrote had sufficiently raised my ire to overcome my normal state of apathetic lethargy and take to my keyboard to object.

In the December Max feature on Christmas Gift Ideas For Sailors, he also lists Gifts to Avoid. In this latter category he includes "anything with an artist's picture of a sailboat on it". It is to this recommendation that I take appropriate umbrage.

l used to buy sails from a guy who for some reason — probably having to

Detail of a DeWitt beauty.

do with male menopause — decided that he wanted to go off and paint sailboats. The rest, as they say, is history — and Jim DeWitt now enjoys the success he so richly deserves. Let's hope that Max was just beset by a somewhat premature senior moment and forgot about Jim DeWitt when he penned the offending item.

P.S. I send this note anonymously so that Jim won't think I'm kissing up just to get a free print!

DeWitt Fan Northern California

D.F. — We're certain that Max was referring to the typical renderings of sailboats by artists who don't have a clue about boats. We've all been exposed to far too many nautical impossibilities — boats carrying chutes sailing upwind into breaking seas, mainsheets attached to tillers, boats heeling to windward





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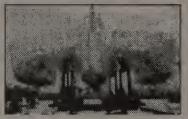
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LETTERS

— by know-nothing artists. The Spinnaker Restaurant in Sausalito and the Bank of America in Sausalito are home to several hideous examples, but there are countless more.

As for Jim DeWitt, he's not only a great painter, he's original. As such, the organizers of the Heineken Regatta in the far-off Caribbean island of St. Martin have commissioned him to do their regatta T-shirts and are flying him down to sell his other artwork. We're proud to have a large DeWitt painting of Big O hanging our front room, and we currently have him working on a similar-sized painting of Profligate. It's a no-brainer, because when you get a DeWitt, you get it right and you get art rather than kitsch. By the way, Jim's new gallery opened last month in Point Richmond, so stop by and say hello sometime.

↑ #RANGERS AND LIFERAFTS

I've been reading *Latitude* for 16 years now, and have enjoyed seeing how the magazine and your opinions have evolved. You provide a great deal of useful and entertaining information to a wide variety of sailors.

In the October issue, Christian Albert of Tampa Bay asked for information on the Ranger 28, a boat designed in the mid'70s by Gary Mull. I have owned one for 16 years and have her berthed in Alameda. I sail the boat frequently and thoroughly enjoy how well she sails and how pleasing she is to the eye. The maintenance has been pretty easy, as I've had no blisters, and no major problems with the nuclear power, rigging or deck leaks. I won't sell my Ranger 28, but anyone in the market for a 28footer would do well to find one — although not that many were made.

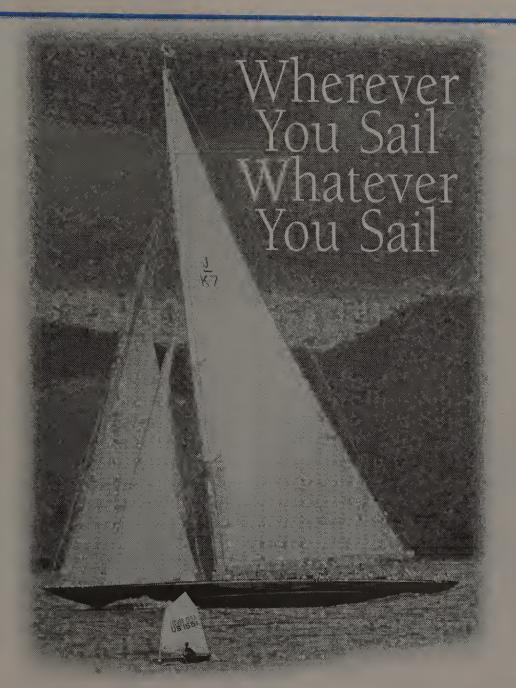
Thanks to Latitude I found a website, <www.sailnet.com/boatcheck/directory.cfm>, that has comments from a seemingly well informed Ranger 28 owner. All I have is the original owner's manual — which doesn't say much. Anyone who has or is interested in Ranger 28s can contact me at <varner@etec.com>.

I now want to make some bitches about safety gear.

My first bitch is with the designers of the new inflatable PFDs. Have any of them ever tried to use the oral inflation tube? The three models I have looked at have the tube hidden inside the cover. Once you find which side it's in, the tube is still very hard to blow into. And it's even harder to deflate. The fellow who tragically lost his Farrier trimaran — and nearly his life — in the last Doublehanded Farallones Race would have greatly benefited from a readily available oral inflation tube. He told me that the manual pull cord on the CO_2 bottle became tangled and thus wouldn't work when needed.

I have a U.S. Navy inflatable vest worn by guys on the flightdeck of carriers. The oral inflation tube works great, is well exposed, easy to blow into, and has a locking ring. I keep the vest part way inflated and give it a good squeeze every week to make sure the bladder still holds air. It also comes with a strobe light, die-marker, whistle and dual CO₂ cartridges. Although the inflatable vest is comfortable, for daysailing I prefer a non-inflatable vest I got years ago from North Sails. It seems to me that life vest manufacturers are paying more attention to fashion than function. These devices need to work in the worst of circumstances, when the wearer is in the cold water and freaking out because the CO₂ didn't work and his/her life is at stake.

My second bitch is with the designers of safety harnesses. Just hold your arms up over your head and ask a friend to pull up on the harness — and you'll find out they'll come right off. Note the experience of John Campbell of Seattle, who was washed off the vessel *Kingurra* in 1998's tragic Sydney-Hobart Race. His mates tried to pull him back on board by his tether, but the harness — integral to the foul weather coat he was wearing — slipped right off over his head! I'm sure he still thanks whatever god he believes in for the copter that rescued him some 40 min-



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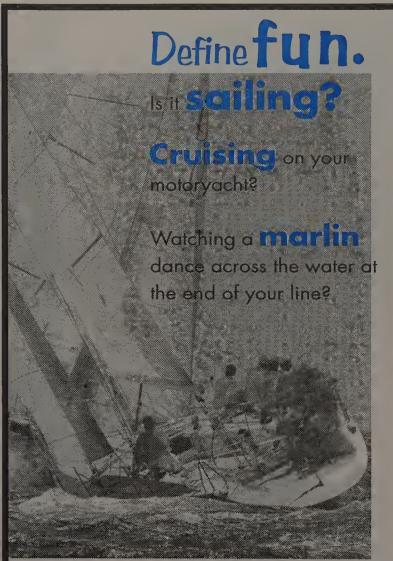
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Congressional Cup, Long Beach Yocht Club, 1996. Photo by Geri Conser.

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LETTERS

utes later.

The only harnesses that really work have leg straps. But can you imagine a manufacturer marketing something like that to the general boating public? No way, it's not fashionable enough.

In about '84, I bought a harness for my then 5-year-old son. The sweet old lady who ran the Jack London gas dock on the Oakland Estuary back then took one look at how it fit my son, removed it, and sewed it up — for free — to take the slack out. Although we never needed to use it, I still remember her common sense and thank her.

We, the sailing public, need to demand more from the designers and manufacturers of life-saving equipment. Think before you buy.

Jeff Varner Ranger 28, Full Circle Pacifica/Alameda

Much is being written to and for sailors about liferafts and safety equipment. Last year, a San Francisco Bay Area raft repacker ran into difficulty while attempting a re-certification and repack of a borrowed Plastimo raft that I needed for a September cruise originating from Vancouver. As the departure date came closer, it became evident that the re-packer would not be able to complete the repack and certification in time. Fortunately, Simpson-Lawrence, the parent company of Plastimo, took responsibility to make sure I had an operable, certified raft onboard. And I mean they *really* took responsibility on my behalf!

Safety is such an important issue for mariners that it was comforting and gratifying to receive such support from the parent company. Simpson-Lawrence not only stood by their product, but provided me with customer service and support well above and beyond customary retail standards. It befits the importance of safety at sea and the product they sell. I want to publicly commend them.

Stephen Reed Santa Cruz

Stephen — All other things equal, we suppose the next time you're shopping for marine gear, you'll keep your eye out for products made by Simpson-Lawrence or one of their subsidiaries.

↑ULAST SAIL

Thanks for your great photo of our boat on pages 108-109 of the November edition. It was of our last sail on *Mouille*, a Liberty Cup Beneteau 305, and we were flying the spinnaker as we went out — that's right — the Gate. We sold her a short time later to a Ventura sailor.

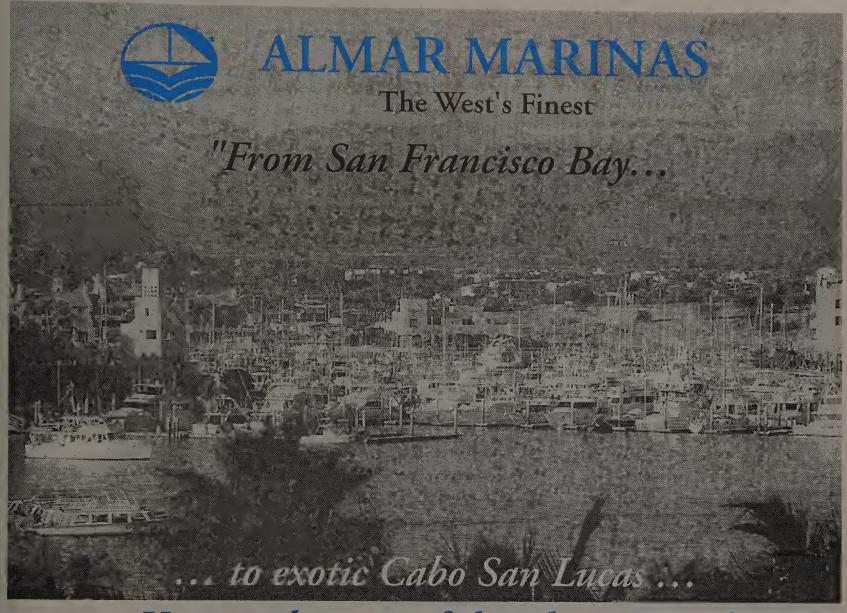
The KZ sail insignia was, I guess, because she had a Kiwi rock star driving during that Liberty Cup weekend back in 1986 when a number of these boats were brought to America to race. We never did get a good translation of her French name, Mouille. Maybe somebody could help.

Last time you got a photo of one of our boats was of our J/24 Varuna as she was leaving the St. Francis YC in the middle of a Volvo Regatta after losing her mast. Thanks for that photo, too, I guess!

I need to know how to get a couple of prints of that November photo — which actually helped me close the deal with the new owner. I'm going to give one photo to the new owner.

As for us, we're leaving the Bay after 20 years and returning to Ireland — and some Dragon racing.

Thea and Paddy Bishop Northern California



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Thea & Paddy — Photos are \$25 each, and a bit less if you order more than one. Contact annie@latitude38.com to make arrangements

It's come to our attention — primarily through the mostly me-

diocre sailing photos we receive from Ha-Ha entries — that few boatowners have decent photographs of their boats. We're going to try to help remedy that. As some folks know, we've completely refurbished a Bertram 25 flybridge sportfisher to be Latitude's new photo. So on specific days of the upcoming season, we're going to announce that we'll be on station in a specific area — off Point Blunt, between Alcatraz and Pier 39, under the Gate, to name a few examples — to take color



A boat photo on every sailor's wall.

action shots of any boats that sail by. We'll then list the names of boats we got shots of in the magazine.

F.D.R.'s claim to fame was a 'chicken in every pot'. Ours is going to be, 'a great sailing action photo on every sailor's wall'. So start buffing the hull and polishing the brass.

î APPRECIATING THE RIGID DINGHY

In his *Rigid Versus Inflatable* letter in the November issue, Derek Warton requested some information on the Fatty Knees fiberglass dinghy. We have an ancient one that has, because we anchor out 95% of the time, put in lots of service in seven years. It had already put in several years of service with her original owner. Along with her 4 hp outboard, she's been great.

You really appreciate the benefits of a hard dinghy when making landings on rocky shores or when hitting a rock-strewn beach. While some 'fat wheels' would be a nice addition, we've never added them as it's been fairly easy to drag the Fatty Knees up the beach — even in places like Playas del Coco in Costa Rica where the tidal range is great."

Owners of hard dinghies are quick to point out that a hard dinghy will row better than an inflatable. Nonetheless, rowing is often not an option, particularly where there is a strong current or if you don't have much patience. The biggest limitation on hard dinghies is that you usually can't use much more than a 4 hp outboard, so long trips are slow and tedious. As pointed out several times in *Latitude*, having a dinghy that planes would be a real pleasure.

The biggest asset with the Fatty Knees is that it is repairable—and on deck, if necessary. Ours has been stoved in twice in recent years, but a gallon of cheap polyester resin and overpriced packaged fiberglass cloth made for quick repairs. I even redid the whole bottom, although it's stronger than it is beautiful.

A bonus with the Fatty Knees is that with the purchase of an optional sailing kit, it can double as a sailing dinghy. This has given my wife and guests many hours of pleasure in picturesque bays. You can also snorkel off of it, using the stern to ease in and out of the water. But if the truth be told, it's not as stable or easy to get in and out of as an inflatable.

If one is willing to partially compromise the sealed flotation compartments, you can add access ports to the front and rear



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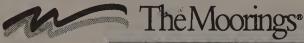
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seating to store flares, tools, anchor, rope gaskets, spare prop, pins, canteen of water, lots of light rope, sunscreen, and the like. Life jackets, of course, should be stored in the open, as well as a flotation pillow for knees.

Realistically, heavy daily dinghy use means abuse and constant insults to the poor critters. We've found that our Fatty Knees has been up to the task. A rude dock nail, splinters, a sharp beach rock or a shell beach will mar the bottom, but not ruin the day.

Bob Neumann Adventure (Currently in) Great Bridge, Virginia

NUOUR EPIRB INDICATED IT WAS FUNCTIONING; IT WASN'T

We just had a frightening experience with our 406 EPIRB that I thought your readers would want to know about. I bought a Litton 406 EPIRB before going on our first cruise with Omar Khayyam in 1994. This year, after spending a year cruising Mexico and six months in the South Pacific, I brought the unit back to the States to have the five-year battery replaced — as specified in the manual. When cruising, we tested the unit every month and before every significant voyage. The test light always indicated that it was functioning properly.

When I contacted Litton regarding getting the unit serviced, I was told they'd sold their EPIRB business to Guest. Guest sent me a list of their authorized service facilities, and I sent the unit to one of them, Westpac Marine Services in Tacoma. A couple weeks later, I got a call. They reported that although my EPIRB indicated it was functioning properly in the 'user-test' mode, that it was in fact only sporadically sending out a signal — and often on the wrong frequency. As such, if we had had to activate it in an emergency, a satellite would not have been able to get a position fix on us — even if it did pick up a signal!

Apparently they've tested several Litton/Guest units that indicate they are functioning properly when in fact they aren't. Westpac said one of the units they tested that had given a 'false positive' during user testing was aboard a commercial fishing boat that was getting ready to head out to Alaska. Having discovered the problem, the boat replaced its EPIRB before leaving. Four weeks later the vessel went down. The crew was rescued from their liferaft — thanks to having a new EPIRB that was functioning properly.

From now on, we'll be having our EPRIB tested by a test facility at least once a year. That way, if we ever have to activate it in a real emergency, we won't be sitting around in the liferaft with a stupid grin on our faces, feeling confident of rescue when in fact our EPIRB is doing a 'light's on, nobody's home' routine.

Larry Gilbert Omar Khayyam, Hans Christian 43 ketch Honolulu/Alameda

Larry — So was your EPIRB repaired or replaced? And who paid for it? Has anybody else had this problem with their EPIRB?

↑ UREPAIRING BOAT GEAR

I'm writing about Jim Cochran's November letter which discussed how to successfully import boat gear to Puerto Vallarta, Mexico. Besides strongly seconding Cochran's endorsement of my good friend Vilma Habelloecker, I do have some input on Custom's requirements for repairing or replacing parts on foreign boats in Mexico. You need to take the to-be-repaired equipment to Customs before taking it out of the country. To do this you will also need to bring the Temporary Import Permit for your boat. Customs will fill out a form called a Exportacion Temporal, Aviso De Registro De Aparatos Electronicos O Instrumentos De Trabajo. There is no charge for this document, but it will

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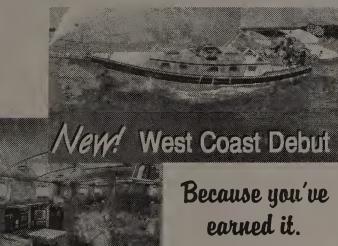
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enable the bearer to re-import the repaired equipment dutyfree. Getting such a form is not a new requirement, but the law is now being more uniformly enforced. Thanks to Vilma's help,

it took me less than an hour to get the document when I left on November of last year.

1 also wanted to thank Latitude for the nice article about the last Banderas Bay Regatta — as well as the first one way back in '91. There are many factors that make this event such a success, from all the volunteer workers, to the cruising boats, to the supporting businesses. Since it's unabashedly a cruiser's regatta, we rely heavily on the input from the cruising community in organizing each successive regatta. The racing portion of the event is planned to get maximum cruiser participation - although we welcome all levels of racers. Banderas



Vilma knows the ropes.

Bay and her great sailing conditions, of course, are the real stars of the show.

l participated in the '87 Sea of Cortez Sailing Week out of La Paz and at Isla Partida. That event was such great fun that I thought we should do something similar on Banderas Bay—with the added advantage of consistently better wind conditions. So take a bow for indirectly being the inspiration for the Banderas Bay Regatta.

Paradise Village Resort, Spa and Marina has also played a big part in the last three Banderas Bay Regattas. They are very cooperative in all regards and offer a good package that enables us to charge a price for the four-day event that is well within the budget of most cruisers.

Finally, there is my friend Terry O'Rourke, who several years ago realized that a not-for-profit corporation was needed to organize and run such an event on an annual basis. Since Banderas Bay is shared by two states, he set up a corporation for each state — a necessary arrangement because of politics and territorial sensitivities. Terry is without doubt the principal force behind the regatta, and we are very lucky to have such a person leading us. He selflessly gives of his time and other resources to make each year's production better than the last one. Ironically, Terry is not a sailor but rather one of the most qualified powerboat skippers anywhere. He is the owner and skipper of the beautiful Hatteras 58 *El Moro*, which he has had for over 26 years. I know Terry will be upset with me because he does not seek the limelight. Even so, I think his role in this event should be acknowledged.

Gene Menzie Nereus Puerto Vallarta

Gene — Thanks for the report on the temporary export permit to get marine gear repaired and re-imported duty-free back from the States. We recently visited with Vilma and she showed us the required form.

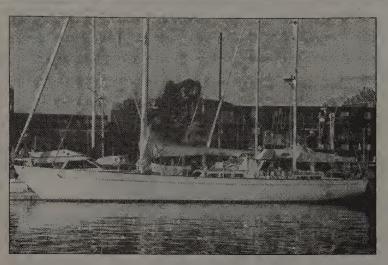
As for the Banderas Bay Regatta, it's a fantastic cruisers' regatta based in a terrific setting that features mild but reliable sailing conditions and outstanding local support. The racing is only semi-serious and lots of fun, and the socializing is first-

BRUCE WHITE bruce@frasersf.com

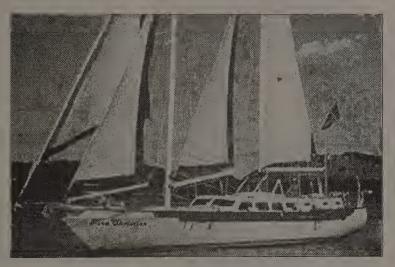
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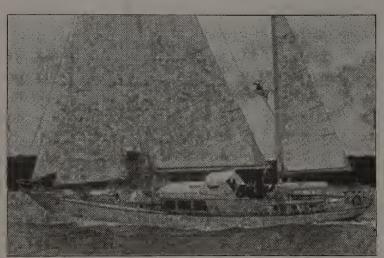
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rate. We applaud Terry O'Rourke, Paradise Marina, and everyone else who has had a hand in making it such a success. We'll be there again with Profligate on March 23-26 — and encourage all other cruisers in Mexico to be there also. If you have friends cruising in Mexico, this is the perfect time to join them, as the regatta is terrific and so is the nearby pre- and post-regatta cruising.

↑UTHE COAST GUARD OFFICERS REFUSED PAYMENT

As a long time sailor and reader of *Latitude*, I have followed the many letters describing encounters between local mariners and the U.S. Coast Guard. Thus it was with some apprehension that I accepted a midnight tow out of the Golden Gate shipping lanes on a windless night in early December when my diesel refused to start.

Coastguardsman Ryan Sanford piloted the new 44-foot surf rescue boat out of Fort Baker to haul me out of harm's way. Later, he helped me retrieve an errant jib halyard from the masthead, and opened the Coast Guard showers and locker room for my use. Meanwhile, Brian Wheeler correctly diagnosed my engine problem as a cracked fuel supply line. Repairs were quickly made and I was soon on my way.

These two Coast Guard petty officers refused any payment for help rendered beyond the call of duty. Both were courteous, professional and very helpful. Their attitudes and efforts reflect a command structure obviously focused on producing good

public relations.

Curt Hagan San Mateo

Curt — As we've said several million times before, our Coast Guard is the best in the world. Our only problem is when they're given strange and unconstitutional marching orders from their superiors in the Department of Transportation and the White House.

NUONCE I STOPPED THE JACKSON IN 1.53 MILES

With time our memories fade, at least that is the case with me. Maybe the Wanderer, too. The nearly 1,000-foot container ship *President Jackson* that I was the captain of when the Wanderer was aboard would not, as *Latitude* has written, drift along for much more than six or seven miles with her engines shut down. And never 50 miles. I know I like to think it was longer, too.

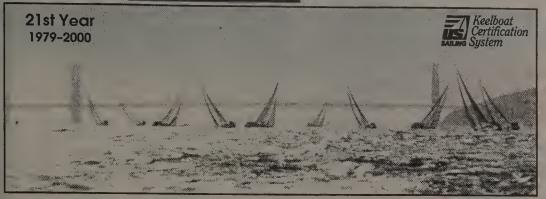
A couple of further clarifications. The big container ships owned by American President Lines and others have a turning circle of about 2,000 to 2,500 feet. And from 25 knots, I once emergency-stopped the *Jackson* in 1.53 miles as a test. Normally it would take over two miles. But remember, the 'big boys' only run at such high speeds at sea and not in the Gulf of the Farallones or in the Bay. The big tankers are a bit more cumbersome, as they have half-mile turning circles and greater stopping distances. The safest path is always a wide berth favoring the stern of the large ships.

I still read *Latitude*, which is truly great, and wish I had more time for sailing.

Gary M. Schmidt SYZYGY Bainbridge Island, WA

Readers — A number of years ago, after Schmidt and other American President Lines captains had skillfully rescued sailors from several foundering boats, we wrote to ask if we might be able to join a container ship for a short trip. The result was one of the most fascinating 18 hours of our lives as Capt. Schmidt's guest aboard the state-of-the-art President Jackson for the trip

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I FTTFRS

from Los Angeles to San Francisco.

We thank you once again, Gary, for that memorable and educational trip. And we thank you for the corrections and clarifications. We could swear that somebody told us that you shut down the engines at Davenport and drift up to the Lightbucket, but perhaps we misunderstood someone telling us you start backing off from maximum speed at that point.

ÎUSLOPPY CHAIN

In the December issue, Barney McCloskey wrote about a "metallic clink" he hears when he starts to turn the wheel on his Lady Barbara. I experienced a very similar problem with my Cal 36 Whispering Si. The noise also drove me batty, as no matter how much we investigated, we couldn't find the source of the

Since the noise didn't seem to be getting any worse, and since it didn't seem to be causing any problem, we more or less gave up on it. We figured if this was the worst we had to live with on a medium size boat literally filled with gadgets, c'est la

As a matter of fact, I'd grown so used to the sound I'd nearly tuned it out. Then one afternoon, while tacking in 20 knots of wind off Sierra point, I discovered the sound really was indicative of a problem, because we lost our steering! After quickly fitting the emergency tiller to the rudder head, we removed the pedestal cover to investigate.

It was then that I discovered that the chain which transfers the wheel motion to the steering pinion had come apart at the turnbuckle. It seems that the jam nut had loosened, allowing the threaded barrel to unscrew itself. The resulting slack in the chain allowed it, when heeled enough to bring gravity into play to slap against the inside of the pedestal. Thus the mystery of noise only happening when sailing to windward and only during the initial turn of the wheel - further turning would only cause the chain to drag across the inner surface of the pedestal - was solved.

All this is my long-winded way of suggesting that McCloskey check to see if there is too much play in his steering system's link chain.

> Don 'One Eye' Fleischer Whispering Si, Cal 36 Monterey

↑UIT'S TOO BAD BECAUSE WE REALLY LOVED CARTAGENA

Imagine our surprise at seeing your article on Norm Bennett of Club Nautico in the November issue. We were at Club Nautico until April of last year, and the stories were flying about.

Having been cruising two years now, we know about rumors. It was said that Norm had just bought a big condo - like \$250,000, which is a lot of money in Cartagena — for his wife. Furthermore, the boat docked next to us at the marina was a lovely one from Scandinavia — and her owner was also said to be a guest of the Colombian government. In addition, drug stories floated all around the place and Canderleria, Norm's wife, was seriously zonked much of the time.

Of course, nobody showed us any evidence that Norm was guilty of anything, and we're not saying he is. Nonetheless, if we were in your editorial position, we'd exercise caution.

We really loved Cartagena, so it's too bad that we would now be hesitant to recommend that anybody go there with the current situation — unless they had more specific information on things. There's an even worse problem, for as my husband says, "Colombia has the most beautiful women in the world." To which I can only reply, "The men's eyes also twinkle."

> Two Anonymous Boat Bums Who Wish To Remain Anonymous

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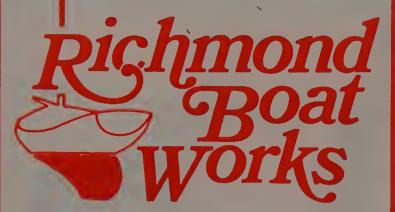
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LETTERS

Boat Bums — When you're anywhere in Colombia — including Cartagena — rumors of drugs deals are as common as poverty. After all, Colombia is to coke and pot what Saudi Arabia is to oil. And rumors are just that, rumors. Furthermore, Norman is well known for having kicked scores of boats out of Club Nautico that seemed as though they were there to arrange a smuggle. Two other things to remember: Having run a successful marina for nearly 20 years and owning some now very valuable land, Norm should have had no problem being able to buy a \$250,000 condo. Indeed, if he'd been into drug smuggling, he could easily have afforded hundreds of them. While it's also true that Candelaria was/is, as you put it, often "zonked", everyone knows Norm's passion was alcohol not drugs.

Are we 100% sure that Norm Bennett is innocent? No. But we have lots of reason to think he very well could be. And we are 100% sure that he hasn't received the legal safeguards that any-

one accused of anything should be afforded.

Cartagena seems to be getting a little scarier all the time — except to the people who have been there recently. Check out the following letter.

↑UCARTAGENA IS A TERRIFIC PLACE

We just received our November Latitude and were surprised to see a story about Cartagena, Columbia — which is exactly where we are. Cartagena, a terrific place, is a city built within an old Spanish fort that's still in excellent condition. There is no garbage laying around the streets, nothing is in disrepair, and the people are the friendliest we've met in our years of cruising. We are staying at Club de Pesca because we draw eight feet and therefore can't get into Norm Bennett's Club Nautico. Contrary to the information you were given, Club Nautico remains almost full. In the next month or so we'll write more about Norm Bennett — he's no relation, but he's still incarcerated — and our recent cruising.

No matter if you're coming from or headed to the Canal, Cartagena is definitely a 'must see'. We plan to stay through Christmas as there are so many things to do and see. Right now they are having a fishing/sailing tournament here at the club, and for \$30 U.S. we get shirts and other souvenirs, as well as breakfast and dinner for four days! In our estimation, the best part of the Caribbean — and by a country mile — is the southern part. And Cartagena is a big part of it.

Another current subject in *Latitude* we'd like to address is PinOak, which has been trying to stop Sailmail from expanding and the Seven Seas Cruising Association from setting up their own SSB-based marine email station. We have been members of PinOak since the beginning. Their system never worked for us on the Pacific Coast, but it's been flawless in the Caribbean.

Latitude's comments about PinOak's Peter Detwiler are right on the mark. As best I can figure, PinOak is a real cash cow so he will be willing to spend large sums of money to keep Sailmail from expanding. In the 'life's not fair' category, big companies can often pay lawyers large sums of money to get their desired results simply because government regulators have no sense of urgency. We have just joined Sailmail and wish them the best as there is a real need for their service.

P.S. If you find Peter Detwiler difficult to talk with, speak with his wife Linda, a far more pleasant person.

Peter Bennett Destiny, Swan 46 Knightsen, CA

Peter — As reported in further detail in Sightings, the F.C.C. dismissed all PinOak's charges against Sailmail, clearing the way for Sailmail to start a second station in the Carolinas to





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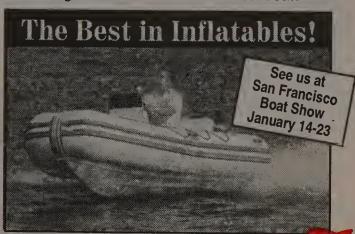




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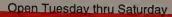
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LETTERS

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Several other cruisers who have recently been in Cartagena agree with you that it's still a wonderful place. On the other hand, cruisers who were there even just two years ago believe the situation has been deteriorating rapidly. Thanks to a system of 'honor among scoundrels', Cartagena has always been a 'free city', meaning no matter if you're a left wing guerilla, a right wing militia, part of the military, or member of rival gangs, you don't 'hit' your enemies while in that great city. You can certainly do it anywhere else in Colombia and even shoot down a commerical airliner to accomplish your goal, just not in Cartagena.

While tourists still seem to be quite safe within Cartagnea city limits — nobody should be caught on the roads outside of town after dark — it's not the same for residents. Indeed, many Cartagenans are selling their homes in an attempt to cash out and flee the country. But our sources tell us that the day after a home sells, the former owner is likely to have a child abducted and held for a ransom that equals the exact amount of money they netted from the sale of their home.

We'd still take our boat to Cartagena, but we'd be even more careful and sensitive to developments than we were just a few years ago.

SOMETHING PHONY

Like Latitude, I can't get too worked up about yacht clubs that charge for what supposedly are free reciprocal guest dock privileges. But I don't think it's as minor an issue as you folks believe.

When a reader complained about being charged what might as well have been a dock fee at the Encinal YC, you mentioned several other clubs and their policies. Some charged for guest docking, some only charged after a couple of days, and some didn't charge at all.

I think if the concept of charging for reciprocal guest dock privileges spreads, it changes the yacht club system everywhere and forever. And that would be a loss, as clubs are important to new sailors, sailing in general, and the marine industry. The system of free reciprocal privileges should be preserved.

The idea is not whether every club can offer facilities that are as good as other clubs. Rather it's more like 'from each according to his ability and to each according to his needs' — at least as this old commie sees it. To me it doesn't matter if the Corinthian YC has beautiful premises and Island YC nothing much at all; the important thing is that each club offers what it

I think it's wrong that my late friend Phil, who as a member of the Vallejo YC had to pay 15 bucks at the San Francisco YC for his 21-footer, while at the same time a San Francisco YCbased 40-foot powerboat stayed at the Vallejo YC for several days without even spending a dime at the bar. Even my friend Phil, who couldn't afford to dine at the San Francisco YC, spent some money at the bar. By the way, Phil was an old-timer who introduced many people to sailing, first in Richmond, then Berkeley, and in his last years around Vallejo.

I agree with the author of the previous letter about this issue: something is phony when clubs charge for reciprocal privileges. The problem could be resolved if the members of clubs that charge for their guest dock either not use the guest docks of other clubs, or if they do, pay whatever their club would have charged.

> Elaine Harper Oakland

Elaine — The concept of reciprocal privileges — like the con-

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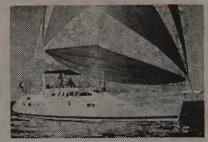
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LETTERS

cept of communism — sounds great in theory but doesn't work out so well in the real world. Perhaps the biggest problem is that there are different yardsticks of equality. For example, Sailor A - who pays just \$50 a year to belong to a yacht club with few facilities — might see it as equitable for members of all yacht clubs to reciprocate with the use of whatever facilities they have. You know, the old commie idea of 'all yacht clubs are created equal'. On the other hand, Sailor B — who paid \$5,000 to join a yacht club with a plush facility and docks on a prime spot of the Bay, and another \$150/month to keep it in top condition — is more likely to view reciprocity as only being equal when it involves clubs with similar member costs and facilities. In other words, reciprocity based on a capitalist 'market rate'. Under that system, two star clubs would reciprocate for free with all two star and below clubs; four star clubs would reciprocate for free with all four star and below clubs — that kind of thing. Those who wanted to reciprocate with clubs that had more stars than theirs would have to be willing to open their wallets.

As best we can figure out, the current reciprocity scheme among clubs is sort of a sloppy mix of the two systems outlined above.

↑UHIS DREAM, HER NIGHTMARE

I've never seen an article in *Latitude* on the subject of how couples work out the problem of cruising being 'his dream, her nightmare'. I know marriages have failed over cruising, but I've never seen an article on how some couples manage to work it out. Nonetheless, keep up the good work, as you keep the cruising dream alive for more people than you know.

I've put this off long enough, but I also want to thank *Latitude* for the great evening sail on *Profligate* last summer. I was one of those who got a free pass while at the Crew Party. The sail really made a believer out of me when it came to catamarans. Wow — was she ever fast, fun and comfortable! It was also the night we passed by the huge boat anchored off Sausalito.

Northern California

Dave — Thanks for the kind words. The boat anchored off Sausalito was the new 155-foot Hyperion, built with a small fraction of the profits Jim Clark made from endeavors such as Silicon Graphics and Netscape.

Here's a figure that's likely to surprise you: the percentage of cruisers who are married is actually higher than that of the general population. We can't remember where we read that, but we believe it's true.

Nonetheless, it's common for couples new to cruising to consist of a male who is gung-ho about it and a female who is less than enthusiastic. When the couples are younger and childless, usually the woman either comes around to enjoy cruising or the relationship eventually founders on the shoals of dissimilar interests. If the couple has kids, they often cruise for a season or two and then return to the 'real world'. In the case of older couples — meaning those with children who have left the hearth — it's sometimes common for the male to keep cruising while the female visits from time to time or goes home to play with the grandkids during the more arduous passages. In many cases it seems to make the relationships even stronger.

Anyone care to comment?

↑UNEW RUNWAYS ARE UNNECESSARY AT SFO

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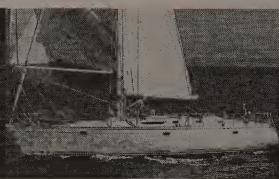
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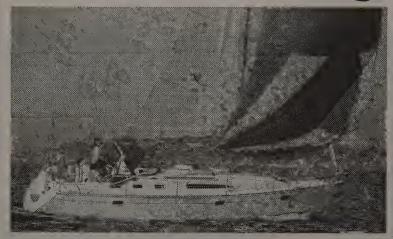
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LETTERS

System can safely and efficiently land aircraft in the thickest fog on the existing 750-feet apart runways.

The following appeared in the December 1998 issue of Fly-

ing, the world's most widely read aviation magazine:

"In September, a Continental Airlines MD-80 made the first use of a differential GPS system for a precision approach and landing of a commercial revenue flight . . . The MD-80 was guided to a decision height of 200 feet above ground level by the Honeywell/Peloris Satellite Landing System (SLS-2000), the first GPS landing system to receive Federal Aviation Administration acceptance for its ground-based system and supplemental type certification for the airborne avionics . . . [This system] creates a precision approach path with an accuracy of one meter horizontally and two meters vertically, and advises the airborne system of the health of the satellites . . . The GLS creates a precise line in space so the guidance provided to the cockpit is rock-steady."

While current FAA regulations do require over 4000 feet of runway separation when conducting flight operations on parallel runways in periods of reduced visibility, these regulations can be changed or a waiver obtained based upon the aforementioned technological advances. And since technology in this area tends to improve over time, the system can only get better and safer in the years ahead.

Granted, for the last 96 years pilots have liked to see where they are and where they are going with the eyes God gave them. But if the truth be told, the captain and first officer of a modern commercial airliner have more in common with the managers of complex computer systems than someone flying a Piper Cub into a cow-county airport under visual flight rules. Since commercial aircraft can land simultaneously and safely at SFO with a 750-foot separation on parallel runways 28Left and 28Right on a sunny afternoon, they can also do so, if properly equipped, with the same level of safety in a pea soup fog. The only reason to build new runways is to provide employment to Airport Commission staffers and to allow some big construction firms to grow fatter at the public trough,

Harlan E. Van Wye Orinda

Harlan — A number of articles we've read concur with what you're suggesting. We don't have the expertise to evaluate such a system, but given the rapid progress in technology — if we can bounce space vehicles off Mars, surely we can keep planes 750 apart — we suspect it's both possible and safe. We figure that the solution would appeal to all but anti-technology environmentalists, too.

NUMBER IN ARGENTINA, VISIT THE MUSEO NAVAL

l just returned from a trip to Buenos Aires, Argentina. I knew that as a major seaport on the Rio de la Plata and the last important stop before Cape Horn, Buenos Aires has had a long maritime history. With that in mind I went looking for their museum.

I found the Museo Naval De La Nacion one hour out of town on Tigre Island, the last stop on the commuter train that goes along the north coast. The museum was closed, but since the curator saw my burning curiosity, he let me in for a few hours. I thought our San Francisco Maritime Museum was big, but the Museo Naval is huge! It has models of every possible type of ship that has ever floated; models of 'armed to the teeth' steam riverboats; ancient charts; the *H.M.S. Beagle's* log; a tide predicting machine; and more paintings of naval battles than I've ever seen in one place.

Lehg II, Vito Dumas' sailboat, is housed in the museum with the building designed to accommodate the mast and keel. Both

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For the umpteen thousandth time you drive across a bridge on a sunny day, gaze at the boats on the water and promise yourself this is the year you're going to get out on the water! But how? Rushing out to buy a boat seems a bit impetuous when you don't even know if you're going to like it. Lessons might be a good first step, but then what? A good club can get you off on the right foot. We humbly suggest you check out Club Nautique for the following reasons:

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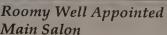
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LETTERS

Lehg II and Gaucho — in which Argentines retraced Columbus' voyages — were actually built in shipyards around Tigre. Captain Santiago de Liniers, a Frenchman by birth and Naval Chief of the Rio de la Plata, attacked the Brits from Tigre after the British had taken possession of Buenos Aires. Admiral Guillermo Brown, whose sea battle decorated tomb is prominent among those in the Recolleta cemetery played a tremendously important role in organizing the young Argentine Navy and fighting major battles at sea and in the Rio de la Plata.

I was so impressed with their maritime history, the museum, and the museum's potential to be a bigger tourist attraction, that I contacted the Argentine consulate in Los Angeles and suggested that they make a travelling exhibit to take to different countries. By the way, if anyone has been to Argentina, they've no doubt seen all the turn-of-the-(last)—century buildings made of wrought iron, iron frames, marble, brick, with glazed terra cotta and crystal chandeliers. Almost all of this was imported by sailing ship — imagine all the ballast — from Italy, France, Belgium and England.

Ken Sund Windsor

↑UHONOLULU

I recently talked to Mayor Jeremy Harris of Honolulu, who is trying hard to improve their economy. When I told him about the miserable state of affairs for mariners in Hawaii, and that some sailing magazines even warned cruisers to avoid the Islands, he asked if I could find copies of those articles or letters. He says he'd like to make things better for mariners.

Would you have any back articles or know of any other publications which warn boaters about problems in Hawaii?

Dennis Ruediger Honolulu, Hawaii

Dennis — We don't think any sailing magazines have suggested that cruisers "avoid" the Islands, but rather that cruisers just not expect much. While Hawaii seems like it would be a great place to sail, about its only 'cruiser friendly' features are the warm air and water, and the Hawaii YC.

On the negative side, Hawaii has a number of inherent drawbacks: It's a long way from anywhere, the often rough and windy



channels are hard on all but the most experienced sailors, and because of their volcanic orgin the islands have very few natural anchorages. Of course, the government certainly hasn't made Hawaii any more attractive to visiting mariners. What few marinas there are, for example, have long waiting lists and are in deplorable condition. In addition, harbor employees rarely have any interest in boats — and it shows. On rare occasions, harbor employees have been outright hostile to visitors.

If Mayor Harris wants to understand why Hawaii isn't popu-



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LETTERS

lar with cruisers, he can get a hint by taking a stroll around Honolulu's Ala Wai Yacht Harbor. The spacious and fortuitously located facility should be a magnificent and bustling world class marina surrounded by tropical vegetation. Unfortunately, under the state's uninspired stewardship, it's become an inefficient and delapidated boat haven with all the tropical charm of a Sacramento industrial park. The citizens of Hawaii and visitors deserve better.

ÎUBEAN BAGS FOR BOATS

I'll be racing the Doublehanded Pacific Cup this summer and have lots of things to check off my to-get list. One item is a bean bag chair that is designed for boats in that it can be dried out and has a marine canvas cover. Unfortunately, I lost my notes on the name of the Bay Area woman who makes them. Can you or someone else help?

> Brian Larky Sonoma

Brian — We can't help, but we'll put the word out.

ÎUCATS AT SEA

With the growing popularity of multihulls, many people are curious what it's like offshore on a cruising cat as opposed to a monohull. We're not authorities on the subject since we've only done a bit of vacation cruising on a monohull, but here are some observations based on sailing our Kennex 445 Moondance from California to Australia during the last 12 months:

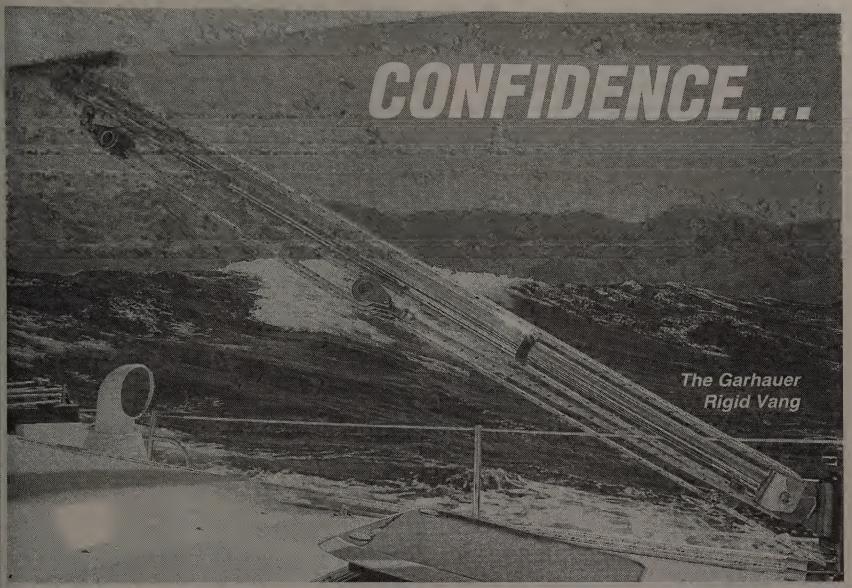
Speed: Our Kennex is a typical production charter/cruising cat in that she was built more for accommodation and comfort than performance. As such, she has fixed keels as opposed to retractable daggerboards, and weighs a little bit more than she has to. Nonetheless, based on longer passages with other boats, we seem to have about the same speed as a typical 50-foot cruising monohull — which means about 150 miles/day in the variable winds of the Pacific. The main thing we've learned is that the key to catamaran speed is staying light, but we've compromised on that a bit. Indeed, it's a case of where all the extra storage space available on a cat can actually be a disadvantage. Monohulls are inherently much less sensitive to additional weight.

The two areas where we're a little disappointed in our cat's performance — and this is common to just about all production charter/cruising cats — is her ability to point and her ability to maintain her speed when motoring into large waves. While daggerboards would certainly help with the upwind performance, there is a major benefit to fixed keels we'll discuss later.

Chutes and Speed: What we've learned most about 'cruising speed' is the importance of having a good downwind sail configuration — especially for light air. We carry two spinnakers on the boat — and have a sewing machine aboard specifically for spinnaker repairs. One great thing about cats is that they are so wide that a spinnaker pole isn't necessary. This makes flying the chute much easier and safer than compared with our experiences aboard monohulls.

Motion and Comfort In A Breeze: One of the major reasons we bought our Kennex was because of her 28-inch bridgedeck clearance from the water - although we've lost a couple of inches by adding all our cruising gear and toys. The greater the clearance, the greater the comfort in larger seas because you don't get waves slamming against the bottom of the bridgedeck.

We've sailed many miles in 20 to 30+ knot winds, and based on radio conversations with nearby monohulls, believe the comfort factor on our boat has been relatively high. And except for the more extreme conditions, we never really needed to stow much. For example, we make coffee every day with a funnel



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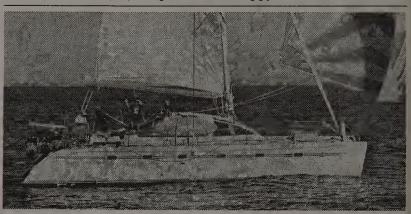
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LETTERS

and filter sitting on their own on the galley counter. There have only been one or two days in our entire crossing of the Pacific when we've had to secure the pot.

Rather than making big adjustments for the heeling and rolling common to monohulls in sloppy seas, on our cat we've had to take into account a quick and choppy motion we call 'The



The Matzkes had a mellow cruise down the Baja in '98.

Moondance'. The two motions are entirely different, and we think the latter is far less unpleasant. In fact, there have been several occasions when cruisers sailing downwind on monohulls have reported such boat-flopping discomfort that we've found it hard to believe we were on the same passage.

In a pleasant surprise, we're amazed at how dry Moondance has been in rough weather. Her wide beam seems to keep most of the spray out of the cockpit. In addition, we've never totally buried the bow, nor have we ever had a wave break over the side or stern. The difference is that cats float on top of the ocean while monohulls float in the ocean.

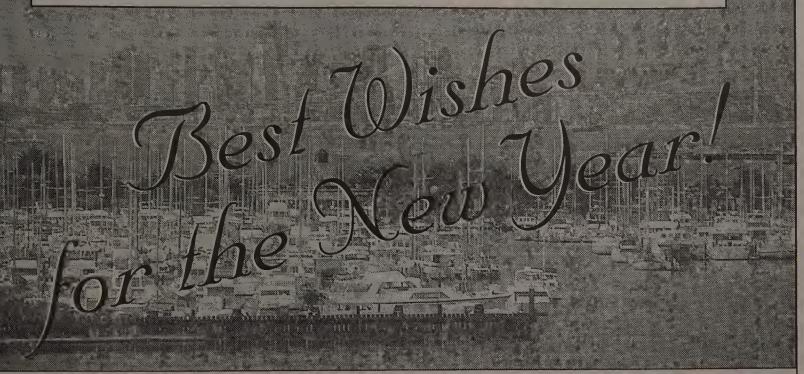
The Most Nerve-Wracking Aspect of Cats At Sea: A common problem with our cat — and most others — in following seas is that waves will periodically come up under the bridgedeck and give it a good slap. These slaps — which some cat sailors refer to as 'bombs' — can be loud and powerful enough to startle us and make things on the salon table jump into the air. The noise and slapping motion require some getting used to on each long passage. We don't think there's anything comparable on monohulls, but it's definitely the most annoying aspect of having a cat in bigger seas. The higher the bridgedeck, the fewer 'bombs'.

Safety: We've come to appreciate the comfortable motion of our boat and the ease with which we're able to move around. We think both of these things makes it safer when we have to make sail changes or do other maneuvers. The all-around visibility from inside the salon is another major safety feature.

The one safety disadvantage with most cats is that they don't heel, so there are no obvious clues that it's time to reef. And being overpowered is a much more serious problem on a cat than a monohull. The experts say you reef to the lulls with a cat while you reef to the gusts in a monohull. As we've gained experience, we've become much better at dropping the chute or reefing the main when we should as opposed to waiting too long. We've also learned that when the wind has come up, you lose very little speed by dropping the chute or reefing, the motion greatly improves, and you have less to worry about.

Comfort On The Hook: Perhaps the most dramatic difference we've noticed between our boat and monohulls is the rocking at anchor. We're rarely aware of any motion at anchor. We suppose that everyone gets used to the motion of their boat, but when we visit on monohulls, we notice a tremendous difference in the motion. On the other hand, if you like marinas, it's much easier and less expensive with a monohull. So far, however,

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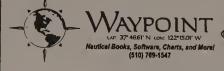
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LETTERS

we've only been turned away from one marina because of a lack of space.

Hauling Out: A monohull can be hauled at just about any boatyard, but the same cannot be said for multihulls. And even when a cat can be hauled, it's sometimes a challenge. On the other hand, the fact that we have fixed keels as opposed to retractable daggerboards means we've been able to beach our boat in many places for inspections and maintenance. This has kept us from putting off minor fix-ups and increased the time between major haul-outs.

Overall: For a family such as ours with two young boys, a cat has meant that the boys have their own cabin — and the separation of the two hulls has afforded us some much appreciated privacy. We also really enjoy living 'upstairs' in our salon, which gives us a great view of everything, as well as the big cockpit, which is wonderful for ourselves or when we have guests over. If we were shopping for a cat today, we'd love to have a bit more room in our cabin and a bunk that wasn't chest high.

Palo Alto / Darwin, Australia

##HORIZON GLASS

Call me old fashioned, but I'd like to be able to use my recently-purchased U.S. Navy sextant. It's a Mark II made in 1942 by Ajax Engineering. Unfortunately, the horizon glass is missing. Do you know where I might find a replacement?

Mike Dovle Perchance, C&C 38 Sacramento

Old Fashioned — What's a sextant? Seriously, we don't know where you'd find a replacement horizon glass — but maybe one of our readers does.

↑ UI SCREAMED POLITELY

While reading Letters, I've occasionally seen reports of outrageous rates for calls from Mexico to the United States. Well, I recently made a collect call from a lobby phone at Coral Hotel & Marina in Ensenada to my wife back in California. We spoke for seven minutes — and I was subsequently billed for \$37.50.

So I contacted the Operator Service Provider (OSP) and screamed politely. I was immediately awarded a \$15.52 reduction in the charge — although no reason was given. I felt the situation was developing smartly, but I was still not satisfied with the settlement, so then I wrote to Dana 'the surfer' Rohrbacher, my congressman, and detailed my position. He forwarded my complaint to the Federal Communication Commission, which then wrote to the Operator Service Provider, a firm in San Luis Obispo. OPS then agreed to refund to me \$21,98, the balance of the charge. The refund was made with some prompting from me, as the company went into 'slow pay'

My point is this: If you feel you've been gouged, go to work. If you don't want to deal with your congressperson, particularly if you pointedly haven't voted for him/her, go over the top to the F.C.C. Chief, Consumer Protection Branch, Enforcement Division, Common Carrier Bureau, Washington, D.C. 20554 The operative line is 'Chief, Consumer Protection Branch'.

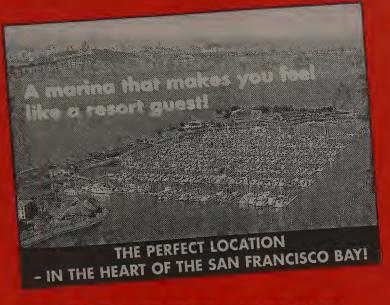
Robert E. Tumelty Fascination, Ranger 33 **Alamitos Bay**

Robert — Way to go, as some of these phone companies are real scumbags. For example, just try to find a public phone in Mexico that will connect you with an AT&T operator. Most of them won't.

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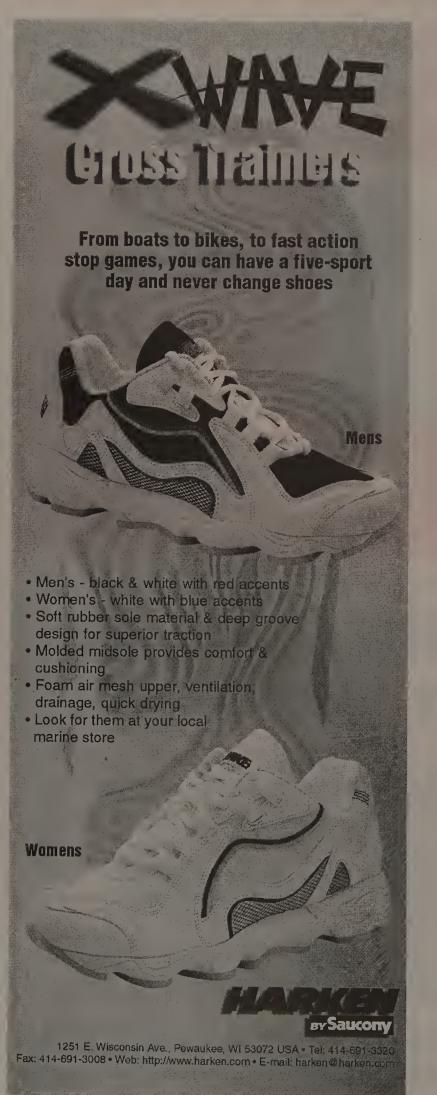
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LETTERS

↑USILICONE OVER STRENGTH

We readers are well aware of the unsated suckling instincts of your photo editor and/or his chain of command. The bikini bra-ed beach bimbettes that color so many of your pages speak volumes about your preference of silicon over strength, and cleavage over character.

So you could imagine my reaction when my partner, perusing the November issue, called my attention to another chest shot — this one belonging to a man. "Not as good as yours," I quipped. "Look again." He was all wet — but only in the photo. They were his — in a photo dating from the Pleistocene era of Baja cruising! When you dredged up the aforementioned image you also snagged a photo taken by him. Years ago you printed it backwards — in an admirable effort to leave lovely spots to be discovered. In this issue, however, you erroneously credited both photos to 'LATITUDE/RICHARD'. Tsk. Tsk.

> Janet Welch Heron Port Townsend, WA

Janet — When readers object to things we say or do, we prefer that they confront us directly with specifics rather than making vague references and generally beating around the bush. For instance: Which bimbettes? What silicon? What photo of your partner in the November issue? Furthermore, please cut the 'tsk tsk' condescension. We're not six-years-old and you're not our Sunday School teacher.

We think you're being foolish if you think you can tell anything about our "unsated suckling instincts" — or anything else except that we're sex-positive and heterosexual — by the photos of women wearing — gasp! — bikini tops in photographs that appear in Latitude. Furthermore, we think you're an even bigger boob for inferring that women with cleavage or breast augmentation are necessarily weak bimbettes devoid of character. Indeed, if you're such an accomplished boobologist, suppose you

give us a thumbnail character analysis of the young woman in the accompanying photo and we'll tell you how accu-

rate you are.

The fact of the matter is that we publish photographs of women who are part of sailing or sailing events — and as such reflect at least some part of the real sailing world. Indeed, we'll venture that most of the women who have appeared in bikini tops in Latitude have twice the sailing skills and ocean experience that you do.

As for the photo your partner allegedly took, you may well be correct. We have an archive of about 250,000 negatives we regularly dig into, and 99% of them were taken by Latitude staff members. A few were taken by various skippers of our boats

This girl on a beach in St. Martin has so much cleavage, she obviously can't have much character.

and others, and got slipped in with the rest. The shot we think you might be referring to was taken about 17 years ago — and from the same angle several more times since then. If the photo credit was incorrect, it was certainly unintentional — and we aplogize for it.

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LETTERS

By the way, if we've followed all your many clues correctly, we're guessing that your partner is Willie Smothers. He was a fine and reliable person and captain back when we knew him, and we hope he's still able to enjoy sailing as much as ever.

↑ BAADS HAS ENABLED ME TO CONTINUE SAILING

I am writing on behalf of the Bay Area Association of Disabled Sailors (BAADS). I've been sailing on San Francisco Bay for nearly 20 years and have long been a loyal reader of Latitude.

Approximately 10 years ago, I developed numbness in my fingers and blurred vision. This went away after a few weeks — only to return again the following year with more severe symptoms. Despite the fact that my doctors told me that I may have multiple sclerosis, I continued to maintain an active lifestyle, sailing my Santana 22 and working as a registered nurse in a special intensive care unit at Children's Hospital in Oakland. Despite my best efforts to maintain my health and my lifestyle, a little more than two years ago I had to stop working and sell my boat.

However, BAADS has enabled me to continue sailing and to share my skills with other members anxious to enjoy the fantastic conditions the Bay has to offer. BAADS is an active group of both able-bodied and disabled sailors, with many programs including the following:

1) Sunday Sail Classes, where skippers give free drop-in sailing lessons year 'round. 2) Various Group Events. Several times a month from May through October we have sail outings for groups of disabled people. 3) Monthly Meetings. These are held on the third Sunday of each month, are open to all, and are usually followed by a sail or speaker — or both. 4) BAADS Annual Regatta. During this event we select teams to represent Northern California in championship races for disabled sailors in Chicago. 5) ASA Classes. These are held as needed to qualify members as skippers.

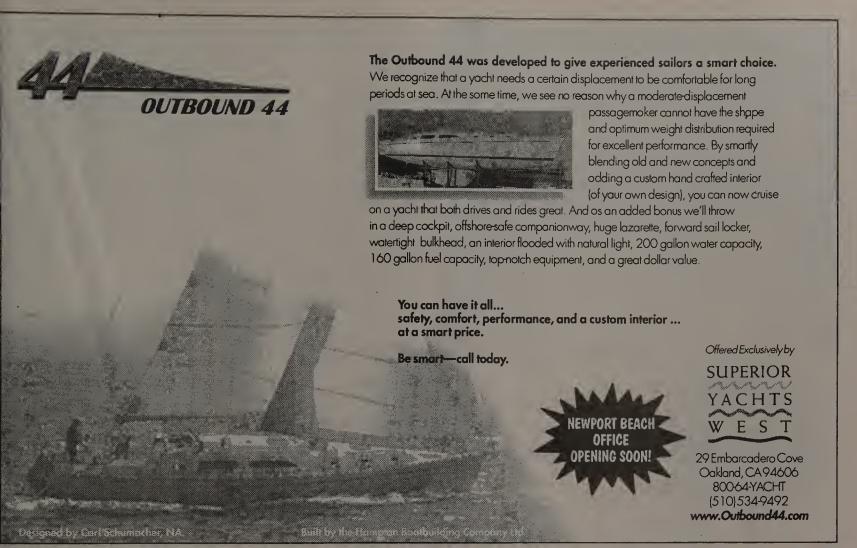
Up until recently, BAADs had three adopted boats — an Ericson 27 and two Freedom 20s — which sailed out of South Beach Harbor in San Francisco. Fortunately, a Ranger 29 was recently donated to BAADS, which will allow us to expand the program to Berkeley. The city recently opened a new dock with excellent wheelchair access and offered us a free berth. Although the Ranger is in good condition, she will require numerous modifications so that people with disabilities can take her helm.

BAADS has no paid staff and is primarily funded by donations, so if any *Latitude* readers would be interested in helping—a little investment goes a long way—they should call (415) 281-0212. BAADS is a federal tax exempt non-profit 501(c)3 organization. Having been certified by the United Way, donors can now designate BAADS as their beneficiary by indicating donor code #82056.

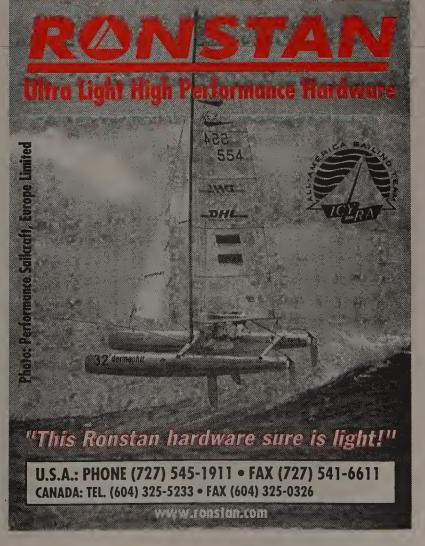
Bill Goebeler Berkeley

Readers — BAADS is a terrific organization in which qualified disabled skippers — including totally blind people and quadriplegics — often take full responsibility for outings, choosing their own crews to conduct classes, participate in local races, or take others to explore the Bay. So call the number listed above or send your donation directly to the Bay Area Association of Disabled Sailors, Box 193730, San Francisco CA 94119-3730.

We at Latitude hereby offer BAADS the use of our 63-foot catamaran for one day on the Bay this summer, either for fundraising and/or to take their members sailing. Further more, if anyone contributes more than \$300 to BAADS, we'd be happy to make you and a friend our guests for a summer evening cruise on the Bay. So go ahead, be BAADS!









LETTERS

ÎUDREADFUL COOKING DESTROYED THE EMPIRE

At risk of getting tedious about the history of Nelson's opponents at the Battle of Trafalger, you might like to know that both *Latitude* and Woolward of Dublin are half right. The Royal Navy ships defeated a combined Spanish and French fleet, which had the French Admiral Villeneuve in overall command. The loss at Trafalger was only one reason for Napoleon to abandon his planned invasion of Britain; the other was that the British subsidized Austria and Russia to attack France on land.

It might be wondered how the Brits succeeded against a more numerous fleet manned by equally brave and skillful crews. One reason was the incentives; the British crews were paid 'prize money' for each enemy ship captured and sailed back to the United Kingdom. The other was the high-tech guns. British naval guns of the era were fired by musket locks — flintlocks — which ignited priming tubes filled with mercury fulminate which set off the main charge. This was much more certain and rapid than the slow matches used by the other side. It also allowed the gun captain to aim from the end of a long lanyard, out of the way of the recoil, which encouraged greater accuracy.

It is to be hoped the editorial interest in British history will not lead to an alteration in *Latitude*? Longitude 00 perhaps? As a Brit myself, I fear one result of the Empire was the spread of cricket and dreadful cooking over much of the world. Although we can take credit for the English language — an apparently unpromising amalgam of Low German, Norman French and admixtures of Spanish, Dutch and even Hindi and Urdu — would *Latitude* be possible if written in Chinese or Greek?

The British Isles are largely populated by the descendents of Danish and Norwegian Vikings, and Normans who were once removed Vikings. If one reads the captions in the splendid Viking Ship Museum in Roskilde near Copenhagen, there seems to be a sense that the Scandinavians are well aware of this and take a quiet pride in the way their cousins have built wooden ships and spread all over, taking the language with them.

Michael Barton Sunnyvale

Michael — As we mentioned a couple of issues back, The Rise and Fall of the British Empire makes for great reading — and a greater understanding of why the world has turned out the way it has.

↑ ADVENTURE AND CAMARADERIE

A note from *Ocean Lady*. now basking in Mazatlan! A brief but intense storm blew over this morning, rolling with thunder, ringing with rain, dousing us with fresh cool water and the promise of a new beginning after days on a tumbling sea. It was wonderfully refreshing. And so was the Ha-Ha '99! Kudos to the Wanderer and his gang of hearty souls who orchestrated that incredible maneuver of shoving all boats from the safe shores of San Diego and catapulting them into the undulating relentless melee that is Mexico.

Were it not for the Wanderer's enthusiasm and relaxed grace under pressure serving as a benchmark for the cruising spirit, I'm sure we would have succumbed to lesser valleys and missed the peaks many a time over the past years of our participation. We heartily encourage anyonc who has ever had a taste of the cruising spirit and yearns for it, whether it be adventure and camaraderie on the high seas, or partying when the deed is done, to participate in this outrageous foray into fun.

To the Wanderer and the crew of *Latitude*, thanks again for getting us back to where we belong — in the sunshine of life!

George Gliksman and Pamela, dogs Lucy and Lana Ocean Lady, Willard 60 motoryacht

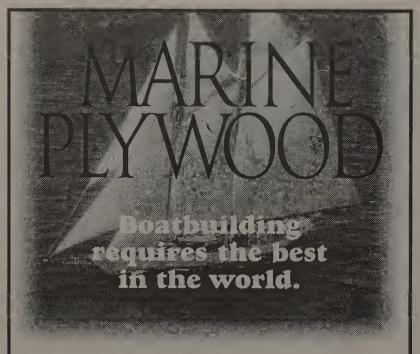
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I FTTFRS

Readers — George Gliksman, who years ago sailed a Cheoy Lee 36 on the Bay almost every weekend, wrote the first cruising guide to Trinidad and was absolutely instrumental in that island being transformed from a sleepy sailing backwater to perhaps the Caribbean's major hurricane season storage and repair center. In fact, he's still trying to get back there and to his 55-foot Marco Polo schooner Symphony.

During a season of cruising Ocean Lady in the Pacific Northwest, George and Pamela made two major observations: 1) It was both extremely beautiful and extremely wet, and 2) That the cruising powerboat community is nowhere near as friendly as the cruising sailboat community. In fact, they've twice joined the Ha-Ha very specifically to once again develop friendships with cruising sailors.

↑ I SHOULD HAVE SENT YOU TO KNITTING CAMP

Hi! Heather, this is your dad. Thank you for the Latitude 38 magazine you sent to me. We loved the pictures of you in the Ha-Ha and are overjoyed that you returned safely.

However, the magazine has totally destroyed my plans like I make any - and has cost me a day-and-a- half 'cause I can't put the damn thing down. It's one hell of a mag! I can't believe how much they pack into it or how much I enjoyed a lot of stuff that I probably only half understand. Sailmail versus PinOak and (S-T-A-L-I-N), for instance. I especially enjoyed the letter on the bottom of page 84, The Ha-Ha: A bunch of Partying Drunks on Their First Overnight Sail?. It restored my faith! Actually, I'm getting close to having read every page of the magazine, including the ads, and am getting ready to re-read it. All that not to mention the stuff that I can worry about on your

next offshore sail - such as unsafe inflatable liferafts and unmanageable sea anchors. It blows a lake sailor's mind!

Thanks again for sending me the Latitude, although now I wonder if I



Heather (second from the left) was obviously well chaperoned by her boatmates.

should have sent you to knitting camp back when you were nine years old instead of Lake Lanier Sailing Club Junior Week. Oh well, I've made lots of mistakes while doing almost everything right.

> Heather Boyd's Dad Lake Lanier Sailing Club, GA

Readers — Heather Boyd was a last minute addition to Profligate's 11-person crew. We include the above photo of her with some mates at 'The World's Smallest Bar' in Cabo after the finish to assure her dad that she was in good hands.

THEY WERE PROBABLY NEVER LEGAL

I just had to comment on Robert Chave's questions on running lights in the November issue — and Latitude's reply. It's not that the hull-mounted lights have become illegal - they were probably never legal to start with. And the fact that they're mounted in the hull isn't the problem, either.

The running lights he is referring to — at least on Catalinas were originally designed to be mounted on cabin trunks that are parallel to the keel line. If mounted in such a way, and if the

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LETTERS

design was correct to start with, then it would display a light "from dead ahead to two points abaft the beam", or 112.5 degrees abaft dead ahead. If that same light fixture is hull-mounted at the bow, and the bow forms an angle of, say 25 degrees, with the keel line, then the light is no longer shown from dead ahead to 112.5 degrees. The light will be shown from 25 degrees towards the opposite bow to 87.5 degrees abaft the bow. Unfortunately, this would leave a gap of 25 degrees on each side of the boat where no running light is shown.

I strongly suspect that the fixtures in question were not very precisely designed in the first place, so the actual numbers are highly questionable. But I think that if one were to check carefully, it would be discovered that there are indeed some gaps in running light coverage with these boats. If you're owner of a boat of this type and you sail at night, I'd be very careful to maintain a watch — and not be surprised if someone runs up on your beam rather closely.

Tom Daggett Sandpiper, Catalina 42 San Pedro

Tom — We called Dave Graas in Tech Support at Catalina Yachts, the company that probably sold more boats with hullmounted lights than anyone else. Graas says Catalina stopped using the lights as original equipment in the late '80s, but the lights on the old boats are still legal and replacements parts remain available.

"Nonetheless, if the owner of an older Catalina calls to order a replacement hull-mounted light," says Graas, "I recommend that he/she replace them with running lights that mount on the pulpit or a masthead tricolor for better visibility when under sail." Graas cautions that you have to choose the right running light for the right application. For example, masthead running lights and anchor lights can be almost worthless on inland waters such as the San Francisco Bay Delta and the Florida Keys, because folks roaring around in powerboats — drunk or sober — never look up. On the other hand, deck level running lights are hard to see in big swells out on the ocean.

The best and most expensive solution is to have pulpit mounted running lights — which, by the way, can also be installed out of alignment if one isn't careful — and a masthead tricolor. You use the deck level lights when on inland waters and the masthead tricolor when out at sea. It's illegal, of course, to use both deck level running lights and a masthead tricolor at the same time.

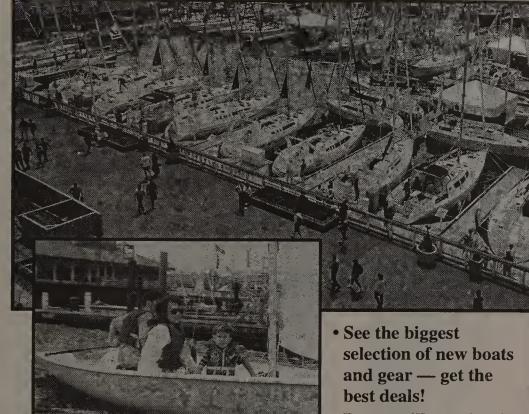
Latitude recently published a letter from Mike and Joyce Creasy under the title Storm Tactics and Para-Anchors. It described the Creasy's experience in large seas and gale force winds near Point Conception with their Wauquiez 43-foot cruising ketch.

With 35 to 40 knots of wind blowing, the 20-year sailing veterans hove to until the winds increased, causing their ketch to "fall off waves and waltz around more than before". The result was that she often ended up beam to Force 8 winds. The Creasys then deployed their para-anchor, which is precisely the appropriate action needed to maintain a hove-to position in deteriorating weather. With the para-anchor deployed, the Creasys reported their ketch repeatedly swung 40 degrees on either side of the wind.

Having tested para-anchors in similar circumstances, I recommend the following: 1) Trim your rudder, 2) Trim your sail(s), or 3) Readjust the angle of your boat to the wind by shortening or lengthening the bridle. Whenever you need to buy time for making such adjustments, move your rudder into the position(s) that settles your boat down. Of course, the best scenario is to

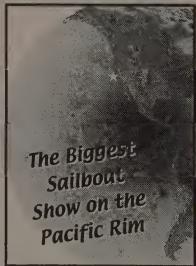
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LETTERS

have one person at the wheel and another adjusting the rigging.

The Creasys further describe how their "boat was bucking so wildly" that their bow roller was damaged. This type of motion results from a boat falling off the waves. When a boat sits in the trough of a wave, windage is reduced, causing reduced tension on the anchor rode and reduced drag from the paraanchor. As the boat rises on top of the wave, it is blasted by wind that can cause the bow to swing heavily to port or starboard - especially if your boat is not balanced or your paraanchor is rigged improperly. The 40 degree swing - which should be abnormal when riding to a para-anchor — creates a great deal of force that quickly places tension on the anchor rode and maximizes the drag force from a para-anchor. The end result is your bow is jerked head into the wind - an uncomfortable experience that can do damage to the vessel.

Whether or not you use chain or nylon rode through a bow roller, fairlead, chock, or hawsepipe, I advise using high-pressure hose as chafe gear. Metal on metal — as in a chain rode scraping on the bow pulpit - can be as destructive as metal on nylon. Instead of chain, I prefer to run nylon rode off the boat. A nylon rode is easier to work with, it doesn't bang against the hull of your boat during retrieval, and you won't lose your paraanchor because of chafe. Just be certain your chafe protection is durable and it doesn't slide out of place.

After an uncomfortable night, the Creasys decided to retrieve their para-anchor and sail off. But while attempting to drive up on their anchor rode, they discovered they'd lost their steering due to a broken quadrant. Under normal circumstances, motoring up to a retrieval float at the end of a partial trip line is the easiest approach. Sailing in under a trimmed mainsail under similar circumstances would take the skill of seasoned sailors such as the Creasys. In either case, you can boat hook the float and pull in the collapsed para-anchor.

The broken quadrant placed the Creasys in a difficult position where they couldn't retrieve their para-anchor. The Creasys still felt that "driving up on the para-anchor would still have been terribly difficult." On behalf of Fiorentino Para Anchors, 1 have tested para-anchors off many different vessels in dozens of gales and storms. I remember on one occasion having a difficult time retrieving a 12-foot para-anchor that I had deployed in the Straits of Juan de Fuca. The retrieval was not complicated by the 45 knots of wind, but by white caps and breaking seas coming from two different directions. The 15-foot waves, which were very close together, slammed into the bow of our Catalina 30, bounced me around the deck and drenched me in cold Washington water. It took an hour for me to manually pull in the 300 feet of anchor rode. Retrieval is much easier with rolling waves and when distances between them is greater.

If the Creasys would like some assistance, I will be glad to bring a Para-Anchor rigged for their boat, where we can practice deploying and retrieving the anchor under conditions they choose. Like anything else, it takes practice to perfect the use of any equipment, and the Creasys have made a good start.

> Zack Smith, Technician Fiorentino Para Anchor Newport Beach

Zack — Your reasoned response and unbeatable offer suggests that you have tremendous faith in the product you repre sent. We hope the Creasys take you up on it and report back or the experience.

↑UI'VE GOT ENOUGH PROBLEMS

l just wanted to thank you for the nice December issue review of my book The Seaworthy Offshore Sailboat. Pity, though



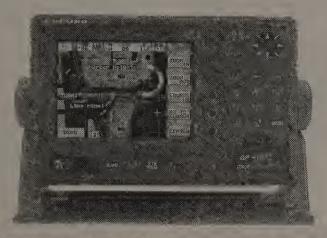
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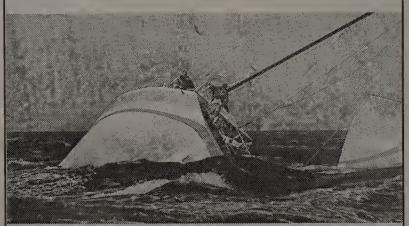
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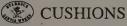
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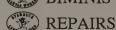
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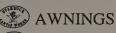
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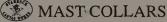


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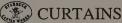


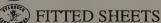
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LETTERS

that you had to highlight the beer monetary system as I guess I'll be hearing from the Women's Temperance Association once again.

Back when I was a daily newspaper columnist these folks got really vicious. I had started an association called DAMD -Drunks Against Mothers Driving. There was perfect logic to it, since far more auto accidents are caused by distracted mothers than by drunks. But they would have nothing of it. There is no justice. Next time, I'd be most grateful if you would emphasize that I was referring to 'fiscal beers' not 'drinking beers'. I've got enough problems.

John Vigor Cape Dory 25 Jabula Oak Harbor, WA

NOTHER I'LL HA-HA AGAIN

We'd like to thank the Wanderer and all the other Ha-Ha folks for such a great rally. You did a wonderful job organizing, coordinating and keeping it playful. I hope you had as much fun as the participants, but as I know from my own experience promoting special events, it's a hell of a lot of work.

I, for one, will be part of this year's Ha-Ha, too. If my own boat is not ready, I'll be on the crew list. But one way or an-

other, I'm going again.

Steve Van Ronk

Freyja crew, famous for signing up at the going away party

Steve — Thanks for the kind words. It takes a tremendous amount of time and energy to put on the Ha-Ha — but a lot less than if fleet members were uncooperative or got into trouble. Because the fleets have been so great year after year, we've been able to have a lot of fun also. So our thanks to everyone who has been part of the Ha-Ha's for being so great.

↑ THE LITTLE REFRIGERATION UNITS REALLY WORKED

We spent a hot summer season in the Bahia de Los Angeles area of Baja, and have a few hopeful insights regarding the effectiveness of the 12V air-cooled refrigeration systems — such as Adler-Barbers. In short, they work.

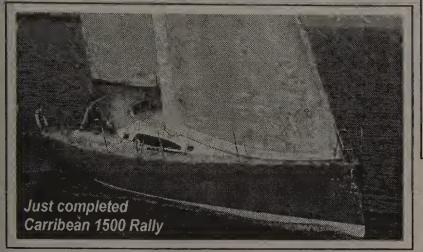
This was our first cruise with refrigeration of any kind, and we weren't sure if these units would function in Baja's extreme heat. Yet our unit continued to make ice in its usual fashion, and as such was a great convenience. Our two solar panels with a combined output of 4 amps would just keep up with the refer during the day, and we ran our 4 hp diesel generator an hour a night to bring the batteries back up to full charge.

The folks on Just Us Three had a larger version of the same unit as ours, but had twice the solar panel output. They only had to run their engine once every three days to keep the batteries up. They report that their refrig was only on about 80% of the time, but the unit functioned perfectly. Two or three other cruisers testified that they had similarly good luck with their 12 volt refrigeration systems.

Boats with engine-driven units reported their systems also worked well, and provided for 'real' freezers — which no doubt better serves the needs of the significantly carnivorous. However, there was a price to pay in engine time. Quarsar, our buddy boat, had to run his engine three hours a day and complained bitterly of having to pay \$2.00/gallon for diesel in Bahia de Los Angeles. Our two boats left La Paz together in April and cruised in company with each other. By October, he had 526 hours on his main engine while we had 137 hours — with an additional 200 hours on our generator which consumes less than a quarter of a gallon an hour. It's also worth noting that running a diesel with a low load — such as to just charge the batteries is hard for a diesel and eventually results in very expensive

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LETTERS

repairs.

All in all, we were quite happy with our inexpensive 12V refer system in the very hot climate of a Baja summer.

Don Scotten Yacht Good Midwest City, OK

Don — Thanks for the nice report. Refrigeration/freezer systems on boats are good metaphors for life, as each person has to chose which is best for their lifestyle and budget.

When we first went to Mexico, every dollar counted, so even the most modest refrigeration system — along with roller furling, radar, and a SatNav — were beyond our means. So we made our peace with warm sundowners, savored the occasional cold drink ashore, and enjoyed the simplicity of not needing solar panels or having to run the engine to charge the batteries. Life was good.

We later had a simple 12-volt system such as yours. It didn't cost very much and it worked great — as long as we appreciated its limitations. After all, it didn't make enough ice for a party, didn't make it quickly, and required running the engine a little more than we might have otherwise. But it made living onboard

more luxurious, and life was again good.

During the time we owned Big O, we went through two engine and generator driven refrigerator-freezers. They were big, complicated, expensive, and broke down. And there was also the matter of having to run the noisy engine or generator a couple of hours a day. On the other hand, it enabled us to enjoy a delicious turkey in St. Tropez that we'd bought months earlier in St. Martin, and endless ice cold drinks under the tropical sun while sailing back across the Atlantic. Yes, life was good then, too.

So it boils down to this: how much refrigeration,— if any — do you want and are you willing to 'pay' for in terms of cash, engine

time, maintenance and repairs?

↑USORENSON & SONS SLOOP

I bought a 38-foot sloop that was built by Sorenson & Sons in Denmark in 1938. I'm having her completely restored and would like to find out about the complete history of the boat. Do you have any suggestions on where I can find some records?

Richard Barnard Sacramento

Richard — You haven't given us much to work with, such as where and when you bought her, and how and when she got from Denmark to the United States. One obvious place to start would be from the seller and from the boatyards and yacht clubs in the area. We'd also invest some time surfing the Internet looking for clues in Denmark — or better yet, fly over there.

↑ THE CREATION OF CLOAH SARK

A friend who now lives and sails on the Bay visited me recently and left her copy of *Latitude* — which was very interesting. I'd like to now use your *Letters* page to inquire if anyone knows where I can get a copy of a book titled *The Creation of Cloah Sark* by Johnny Clougher.

Although this beautiful yacht was built in New Zealand over a strenuous and traumatic 13 years, she cruised and chartered the United States from 1981 onwards, from Seattle to the Virgin Islands. Sadly, the builder-owner-author passed on a few years ago, but another friend of mine is part of her history. As such, I would love to obtain a copy of the book. I can be reached at jazzali@singnet.com.sq.

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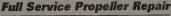








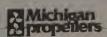




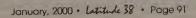
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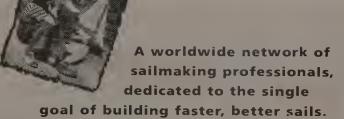
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LOOSE LIPS

Most gripping moment(s)

Back in March, Stan Kamiya was driving along a slough near Redwood City when he noticed thick black smoke rising from behind a levee. As he got closer, the San Mateo County mosquito abatement technician saw that the smoke was coming from a 40-ft powerboat anchored about 80 feet from shore. The powerboat was rafted to a sailboat and as Kamiya pulled to a stop, he noticed the fire was spreading to the second vessel. He also noticed a woman and her 8-year-old daughter, frightened half to death, standing on the bow of the powerboat.

Kamiya called 911. Then he called his supervisor to send out a hovercraft. Then the 46-year-old father of two stripped off his jacket, boots and equipment, ran across the muddy bank

and jumped into the icy water.

Kamiya swam to the boats, hoisted himself aboard and approached the mother. 'The first words out of her mouth were, 'I don't know how to swim,'" he said later. Kamiya instructed them to hold onto him and kick as they swam for shore. But they were hesitant to get into the water until an explosion blew out the rear of the powerboat. With mother and daughter holding onto Kamiya, all three kicked their way to shore.

You may remember this story from our April issue. The reason we're reviewing it is to set the stage for, as Paul Harvey

would say, "the rest of the story."

Kamiya is also a sergeant in the Army Reserve, assigned to Camp Parks in Dublin. Lynne Schaack writes the newsletter for the Camp, and was so inspired by the story of the rescue that she sent a copy to Goodyear Tires which, as part of a promotion for a new line of tires, was running an essay contest entitled "The Most Gripping Moment of My Life." They liked Kamiya's story so much they flew him to New York in early December, where he was among eight finalists (out of 50,000 entries) who gave short summaries of their most gripping moments to the judges, Donald Trump and Wayne Gretzky.

Well, you guessed it, The Donald and The Great One picked Kamiya. For winning the contest, he and the other finalists get to celebrate New Year's Eve in the Big Apple, and party on through several more midnights as they fly aboard a private jet to Los Angeles. The next morning, they'll be VIP guests at the Rose Parade and Rose Bowl Game. But certainly the second most gripping moment of Kamiya's life came when they told him the grand prize he'd won: a \$31,000 Mazda Millennium equipped, of course, with Goodyear Ultra-Grip tires.

On a serious note, Kamiya said he had always wondered whether he would do the right thing in a crisis. Now he knows. "I don't think I could live with myself knowing that I was physi-

cally capable but didn't do anything," he says.

New World Challenge hits 100.

Chay Blythe's New World Challenge Race — an upwind (east to west) around-the-world race due to start in San Francisco in the spring of 2002, has reached the century mark for participation. Of 170 berths available (17 crew on 10 identical 72-ft steel sloops), 100 paying volunteers have signed on already according to race organizers.

The race — a spinoff of Blythe's very successful British Steel Challenge events — will last 10 months and have seven legs, with several-week stops in Yokohama, Shanghai, Hong Kong, Singapore, Cape Town and Rio de Janeiro. Berths are still available to men and women of all (or even no) sailing skill levels, as long as the crewmember meets certain eligibility requirements and can train with the team before the race. And, oh yes, can afford to do it. A berth for the full event runs \$44,850. Crew can also sign up for portions of the race (one or more legs) for varying amounts. For those with the means, it promises to be a



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HALLBERG-RASSY 53, alongside John Neal's HR 46 at the Seattle Boats Afloat Show. January 21-30, 2000.

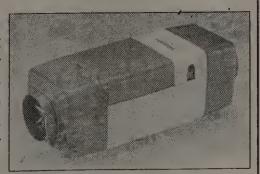
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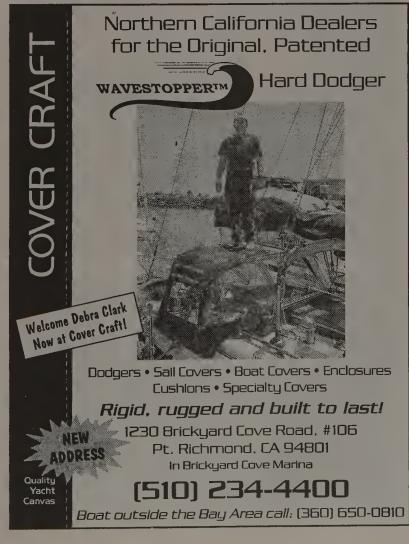


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To all my sponsors and supporters:

By the time you read this update, *Mollie Milar* will be somewhere between Gun Cay and Nassau in the Bahamas. The quest for the world record of the "oldest person to circumnavigate the

world singlehandedly" has officially begun.

As I've mentioned before, sailing a boat around the world at any age solo (or otherwise) is a monumental effort, but in my personal case what has been a much more difficult challenge has been putting the entire project together on a \$500/mo Social Security check. I suppose I'm much like the guy with a BMW appetite and a used Ford income. I'm struck once again with the realization and appreciation of how much all of your help means and has meant to this project. Without your support I would more likely be sitting on the porch swing telling lies to my neighbor and rapidly disintegrating with old age and senility. So, thanks to all of you, the world record is on it's way to becoming a reality.

During my stay in Ft. Lauderdale there's been one very special person who has been so kind and helpful to me that I consider her a part of my family. She lives at L'Hermitage, one of the premier addresses in Ft. Lauderdale. Not only has she invited me to stay in her condo, but she has helped me in every way possible and asked nothing in return. Over the past several months, instead of having to stay on the boat overnight, I've been able to drive to L'Hermitage, take a shower, relax, watch a little TV and get ready for the next day of putting this project together. Because of Milda Isenberg's generosity and willingness to share her home, my stay in Ft. Lauderdale after the arduous day's work is over has been made not merely tolerable

but outright delightful.

The next year or so will find me stopping at Nassau, Panama, Tahiti, Darwin, Australia, Durban and finally back to Ft. Lauderdale, perhaps on my 77th birthday, May 17, 2001. I will be emailing my wife Lynda from the boat and in turn she will keep all of you posted with updates as to what's happening. In the meantime, we send all our best wishes to each and every one of you and hope that you have a beautiful holiday season.

Sailing around the world is truly one of life's wonderful adventures, but what makes it great is the people you meet along

the way.

— David Clark, Captain of Mollie Milar, and Mickey Readers — David purchased, restored and outfitted his steel-hulled Whittolz 44-ft cutter here in the Bay Area and sailed it to Florida. As you may have read in previous issues, David already has one circumnavigation under his belt, but lost his previous boat during a second one. We wish him luck in this latest endeavor and hope to bring you regular updates on his progress. By the way, Mickey, the first mate, is a West Highland terrier.

2000 Sailing Adventure Series.

If you're down Southern California way during January or early February, try to work one or more of the excellent Sailing Adventure Series seminars into your schedule. Through the tireless efforts of Walt Gleckler, these annual symposiums by well-known cruisers have been going on for more than two decades. Locales for the lectures are Orange Coast College in Costa Mesa and Ventura College in Ventura.

Cruising into the 21st Century (Jimmy Cornell; Ventura

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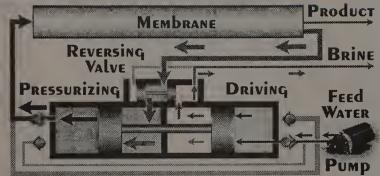
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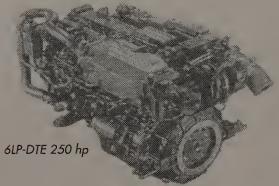


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LOOSE LIPS

College, 1/13, Orange Coast College, 1/14) — For a quarter century, Jimmy Cornell has been a major figure in long-distance cruising. His World Cruising Routes has sold over 100,000 copies and has shown the way for countless voyagers. Recently retired, Jimmy and his wife Gwenda are now completing a voyage from Argentina to British Columbia via Antarctica.

Voyaging on Inland Seas (Michael Le Butt, VC 1/20, OCC, 1/21) — Where can a cruising boat sail for days out of sight of land, make landfall on foreign shores, barter with Indians, dodge ocean-going ships, experience monstrous seas, lock through canals and meet foreign cruisers — all without touching salt water? The Great Lakes, that's where. Join Michael Le Butt for a firsthand look at the wondrous cruising possibilites of Gitchie-Goomie.

Forever Afloat (Kellogg and Diana Fleming, VC, 1/27, OCC, 1/28) — If you are a regular reader, you may recall the amazing story of the Flemings. Arriving in San Francisco during the Summer of Love in 1967, Kellogg and a partner began building two identical Garden 51 ketches in the back of a commuter parking lot in the City. Eventually they flipped coins to determine who got which boat. When the boats were finished, Kellogg and Diana took off out the Gate — having only the slightest idea how to sail. Eleven years and one circumnavigation later, they returned seasoned cruisers and authors. After selling Swan, they pooled their resources, bought and restored a Dutch Canal barge and now run charters on the French Canals.

Survival — And Beyond (Bill Butler, VC, 2/3, OCC, 2/4) — After a savage attack by pilot whales sunk his boat in the Pacific, Butler spent 66 days adrift in a liferaft. The experience might have caused some to move to the middle of the country and never look at the sea again. But Butler got another boat and has since crossed the Atlantic twice, circled South America and recently sailed from the North Sea to the Black Sea via the canals of eastern Europe.

Tickets and information on the 2000 Sailing Adventure Series may be obtained by calling Ventura College Community Services at (805) 654-6459, or Orange Coast College at (714) 432-5880.

Eight bells.

Joe Escorcio, Jr., 55, died in Trinidad on November 20, 1999. He was born in Hayward, raised in Oakland and graduated from Castro Valley High School.

As a returning Vietnam Veteran, Joe dreamed of building a boat that could sail the world. He and his partner Jerry Rapozo founded Triple J. Construction Company. In his spare time, Joe built *Morning Star*, a beautiful 51-ft ketch on which he sailed the Caribbean from 1987 to 1999. Married on the Isle of St. Lucia, Joe and Marleen made St. John, U.S. Virgin Islands, their home away from home.

He will be missed by many. His dedication to creating things of beauty will continue to inspire those of us whose lives he touched. When we look to the sky we will think of you Joe, on a smooth sail in Paradise.

— fred jardin

Some deals our dads missed.

In the pages of a 1936 issue of *Pacific Skipper*, we spotted the following ads:

- Will trade 2 good income lots in Redondo Beach apartment district for good 18-ft speedboat. Inquire at . . .
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a freak of navigation

The night was warm and inviting and the stars shone in all their tropical brilliance. Captain John D.S. Phillips was in a dark corner of the bridge, quietly puffing on a cigar with all the contentment that comes to a sailor when he knows the voyage is half over.

His ship, the passenger steamer *Warrimoo*, was quietly knifing her way through the waters of mid-Pacific on her way from Vancouver to Australia. The navigator had just finished working out a star fix and brought Captain Phillips the result. The *Warrimoo*'s position was spotted at about 0° 30'N, 179° 30'W. The date was December 30, 1899.

continued on outside column of next sightings page

playstation's

After nearly two months of waiting for the right weather window, Steve Fossett's giant catamaran *PlayStation* finally got the meteorological green light for her trans-Atlantic record attempt last month. Unfortunately, the attempt ended within hours when a 60-knot squall clobbered the boat, burying her bows and snapping several mainsail battens. The ride leading up to the mishap would make Mr. Toad's wild ride look like a snooze



wild ride

on the sofa.

The 105-footer departed New York at 2 p.m. December 16, with a brisk westerly behind her and the prospect of 25 to 30 knots of the same for most of the crossing. At least that was the forecast. After crossing the official starting line at the Ambrose lighthouse, the plan was to run down Long Island to Cape Race, then broad reach across to England

continued middle of next sightings page



freak — cont'd

First mate Dayldon broke in, "Captain, do you know what this means? We're only a few miles from the intersection of the Equator and the International Dateline."

Captain Phillips knew exactly what it meant, and he was prankish enough to take full advantage of the opportunity for achieving the navigational freak of a lifetime. An ordinary crossing of the Dateline is confusing enough to passengers, but the possibilities he had before him were sure to confound them for the rest of their lives.

The Captain immediately called four more navigators to the bridge to check and doublecheck the ship's position every few minutes. He changed course slightly so as to bear directly on his mark. Then he carefully adjusted engine speed so that he would strike it at just the right moment. The calm weather, the clear night and eager cooperation of his entire crew worked successfully in his favor. At exactly midnight, local time, the *Warrimoo* lay exactly on the Equator at exactly the point where it crosses the International Dateline.

The consequences of this bizarre position were many and varied. The forward part of the ship was in the Southern Hemisphere, and therefore in the middle of summer. The stern was in the Northern Hemisphere, and in the middle of winter. The date in the after part of the ship was December 30, 1899. Forward it was January 1, 1900. The ship was therefore not only in two different days, two different months, two different seasons and two different years, but in two different centuries — all at the same time!

Moreover, the passengers were cheated out of a New Year's Eve celebration and one entire day — December 31, 1899 — disappeared from their lives for all time.

There were compensations, however, for the people aboard *Warrimoo* were undoubtedly the first to greet the new century. And Captain Phillips, speaking of the event many years later, said, "I never heard of it happening before, and I guess it won't happen again until the year 2000."

— john fuller

Editor's Note — Thanks to Tom Skahill and Bart Henderson for alerting us to the story of the Warrimoo. (Bart cut it out of an unknown sailing magazine years ago and Tom forwarded it to us.) What better way to bring in the new year! And while we're on the subject, if your New Year's celebration took place in or around boating, let us know what you did.

dynamic solo duo

As we have been telling you in the last three or four issues, two Bay-based efforts are currently underway to participate in the Vendée Globe race, which starts in Les Sables d'Olonne, France, in November. Considered by many to be the pinnacle of singlehanded sailing, the triennial Vendée has historically featured a dozen or so entries, who must make it around the world, solo and nonstop without any type of outside assistance. About half the fleet typically finishes officially, while the other half trickles in unofficially, having had to make repair stops along the way. Much of the race takes place in the Southern Ocean, where boats and gear face the ultimate test for months on end. As with most high-level singlehanding, the Vendée has been largely dominated by French sailors and Jean Finot-designed boats.

The two local teams hoping to change that trend are Bob Gay and Fred Hess' Convergence effort, and the Bruce Schwab/Tom Wylie project, Made In America. Here's an update on where each of these teams are at the start of the big '00.

Convergence

As you see at left, the Jim Antrim-designed, Jim Betts-built *Convergence* sailed for the first time in December. Looking distinctly unlike your average Bay boat, the lithe 50-footer (which displaces only 15,900 pounds sail ready) also sailed distinctly unlike most boats her size, continued on outside column of next sightings page

solo duo - cont'd

skimming easily along in even the lightest zephyrs of winter. In fact, it was a perfect metaphor for how the entire project has unfolded. With title sponsorship from Lucent Technologies coming way back in 1998,



Santa stopped by the 'Made In America' fundraiser to help Bruce Schwab hand out raffle prizes.

this boat and team has skimmed easily along with few problems.

Convergence had a big crew aboard for these first few sea trials, but eventually, Bob Gay will be out and about by himself, getting ready for a January sail to Hawaii and back as his Vendée qualifier. As mentioned in previous reports, the boat features a number of innovations not normally seen in local sailing. These include water ballast and careful attention to capsize prevention — Finot boats are infamous for capsizing and staying upside down. Gay and partner Fred Hess (who plans to sail the boat in the next Around Alone Race) must have been pleased with the boat's early performance numbers; every time we zoomed in on them, they were grinning ear to ear.

Made In America

Bruce Schwab's *Made In America* campaign is progressing nicely, despite the lack of a title sponsor as yet. The Tom Wylie-designed Open 60 is currently under construction at Steve Rander's Schooner Creek Boat Works in Oregon (where several other large Wylie boats including *Rage* and *Jelik* were built). Construction is of cold-molded wood skins on either side of a foam core. The boat features a number of innovations we've come to expect from Wylie's fertile imagination, including a 'partially unstayed' rig (no rigging on the mast above where the lower shrouds attach) and — count 'em — *three* rudders (a main one underneath and two fold-down transom-hung blades as backup. Borrowing an older idea, the boat will also store its 2,000 pounds of diesel (for the generator) inside the keel strut. The boat is due for launch in February, after which Schwab will engage in an intensive preparation regimen (which includes a 2,000-mile offshore qualifying sail) prior to the start of the race in November.

Eighty to 100 supporters and friends showed up for the *Made In America* fundraiser at Encinal YC on December 12, raising around \$6,000 (and receiving some cool raffle prizes including an offshore medical kit and custom carbon spinnaker pole from sponsor Forespar). Schwab and Wylie brought everyone up to date on the project, and appealed to everyone to "let your friends know about us." Which is what we're doing right now. Bruce and Tom have given a lot to Bay sailing and we hope Bay sailors can give something back to help see this grand project to fruition. For more information on the campaign, contact Bruce via phone (510-562-4466) or email (rumbleseat@earthlink.com), or check out the team's website at www.riqworld.com.

playstation — cont'd

on the great circle.

By dinnertime, the big cat was speeding toward Cape Race at 30 knots under full main and a big solent jib, overtaking waves and punching through the backs of them. About 6 p.m., as the off-watch was below having dinner, the leeward hull buried in a wave and things came to a screeching halt.

"Dinner went everywhere," said Fossett. "I looked out the escape hatch (a hatch situated low in the hull through which crew can exit the boat if it's upside down) and all I saw was the rudder." Crewman Peter Hogg, on deck at the time, said the action was just like what a Hobie 16 does when it gets a puff in choppy conditions, albeit on a grander scale: the lee bow dug in, the boat pinwheeled around, and the windward hull came completely out of the water, hanging precariously in mid-air for a moment before settling back down. "I think it's about time to reef," noted helmsman Ben Wright when the beast was back under control.

Easier said than done on a boat with a 140-ft mast and around 5,000 square feet of main. But the task was accomplished, and once again *PlayStation* tore off into the night.

Shortly after 8 p.m., designer Gino Morelli was driving, the barometer was falling and it was time to reef again. The wind was up to 45 knots and all Morelli could do was head dead downwind. The off watch had been roused but were not on deck yet. Fossett, navigator Stan. Honey and the rest of the onwatch were clipped in near the base of the mast getting ready to put the third reef in. That's when a blast recorded by the boat's instruments at 62 knots hit. Both bows went under this time, and both rudders came out. Inside, people and anything not tied down went flying forward. Outside, the gang at the mast were thrown into the main crossbeam. Honey looked up in time to see that the bows were buried almost up to the main beam — 40 feet of the front of the boat was underwater! Talk about a Kodak moment.

Morelli's excellent helming guided the boat in straight and that's how she came up, but as she recovered, the brutal squall whipped the top of the main over in a partial jibe, snapping the top four or five battens like twigs. Although PlayStation carries spares, there weren't enough aboard to make decent repairs, and the boat couldn't be sailed effectively without them. After about an hour of assessing their options (as the boat sped along at 20 knots under bare poles), Fossett and the crew made the decision to turn back. Under staysail and engine power, PlayStation pulled into Newport, Rhode Island about 7:30 the next morning. Almost humorously, they went from "not bad" 40-something temperatures at sea to freezing temps in Newport with snow flur-



ethics and the america's cup

Controversy has always been part of the America's Cup, and last month there was a juicy one. Coming into the last two races of Round III, two boats were vying for the coveted sixth spot in the standings. The boat that made it would go on to race in the semi-final round this month; the loser would go home.

The two boats were the hard luck *Young America* team and the comeout-of-nowhere French boat, *6ème Sens*. The former, once considered a favorite by the odds-makers, had a fast boat, but had been plagued by misfortune since their first boat broke up and nearly sank in Round II. The latter, who had won only five races in the entire first two rounds, was considered a favorite by no one. But they had just pulled off an incredible six-race winning streak and, with wins in Round III worth 9 points apiece, were slightly ahead of *Young America* in points. The last two races would decide who moved ahead and who started packing.

To get sixth, Young America had to win both her last races and 6ème Sens ("sixth sense") had to lose both of hers. This seemed doable, as the French were due to meet the strong America True team first, then none other than Young America themselves in a makeup of an earlier race that had been cancelled due to no wind. To win their spot

continued on outside column of next sightings page

playstation

ries in the forecast.

We're happy to report that, aside from the battens, there was no damage to the boat or the crew, which in addition to those already mentioned included Bryan Thompson, Mark Callahan, David Scully, Andrew Preece and co-designer Pete Melvin. (Adventurer Richard Branson, who was originally scheduled to crew on the boat, had other commitments.)

When we spoke to Fossett on the 17th, the crew was in the process of dispersing for the holidays. He felt the weather window for a trans-Atlantic record had closed for this winter, and has now decided to take the boat south to Fort Lauderdale after the first of the year to train down where you don't have to wear so many layers of clothes, then maybe have a go at the Atlantic again sometime next spring or summer. Later in the year, of course, *PlayStation* is still lined up



— cont'd

to participate in that fabulous event called, simply, The Race — a nonstop, crewed, round-the-world race for the 10 biggest, baddest (in the cool sense), highest tech boats in the world that starts off Barcelona on December 31, 2000.

Regular readers will know that *PlayStation* already owns the day's run record: 580.23 miles noon to noon set off New Zealand last March. But for now, the multihull and alltime trans-Atlantic record of 6 days, 13 hours, 3 minutes still stands. It was set in 1988 by the 75-ft catamaran *Jet Services V* (which lives on in lengthened version as the 86-ft *Explorer*), which averaged — averaged — 18.62 knots for the 2,925-mile dash from the Ambrose Light (Sandy Hook, New Jersey) to the Lizard at the southernmost tip of England.



amcup ethics - cont'd

in The Show, France had only to win one more.

The big showdown never came and, in fact, neither boat really 'raced' again. The day before the *America True*-France match was to take place, *America True* announced it had made the finals and would not race again in Round Ill. Officially, *True* said they didn't want to risk breaking the boat at this critical stage of the game. This move gave France an automatic win — and the coveted sixth spot.

Hue and cry arose in yacht club bars and sailing forums everywhere. Charges of everything from unsportsman-like conduct to a multiteam conspiracy to oust *Young America* were levelled, not only at the *True* camp, but at *AmericaOne*, which had 'suspiciously' lost their matchup with the French a few days earlier.

In an attempt to sort out fact from fiction and allow you to draw your own conclusions, we've devised the following short quiz. Please answer the questions as honestly as you can and we'll analyze the responses when you're done.

Quiz:	Eserciment (1997)
1. Did America True have genuine concerns that they	
could damage their only boat in further racing?	yes no
2. Did America True realize that, by not racing, they were	
giving the sixth spot to the French?	yes no
3. Does America True believe the French will be a signifi-	
cantly smaller threat in the semi-finals than Young America	yes no
would have been?	
4. Is what America True did legal under the America's	yes no
Cup rules (hint/ yes)	
5. Do you think any other syndicate that found themselves	
in the same situation as America True — including Young	yes no
America — probably would have done the same thing?	
6. If you and 50 other pe , le on your team had just worked	
your butts off for four years to be in the America's Cup, your	yes no
boat had mathematically made the cut and no longer needed	
to race, the wind was blowing a gear-busting 25, and by not risking your boat in further racing you could handily elimi-	
nate one of the biggest threats to your continued success —	
might you have made the same decision?	
Extra credit: Before their first matchup (on December 7)	
was cancelled due to no wind, France had a big lead over	yes no
Young America. Is it possible the French would have won	
the eight and fair and aguard animay?	

Answers:

- Five or more 'yeses' welcome to reality. *America True* has gotten to where they are by sailing hard and making informed, intelligent choices. Unpopular as it might have been in some circles, this was another one.
- Three to five yeses We respect your honesty. You're wrong anyway. The only ones *Young America* have to blame for not making the cut are themselves.
- Three to five 'nos' Bah, humbug. Christmas is over, Ebenezer. Get a grip.
- More than five 'nos' aren't you'supposed to be packing up with the rest of the Young America crew?

There are three more relevant things worth mentioning regarding this development: 1) Both Young America CEO John Marshall and syndicate head Ed Baird admitted in so many words that America True's controversial decision was within the rules, and given the same set of circumstances, they would likely have done the same thing. In one of the classiest examples of sportsmanship we've seen in any America's Cup, neither 'blamed' True for the situation. The strongest statement they made was that they were sorry it was decided this way instead of on the water.

2) Team Dennis Conner, AmericaOne and Nippon also had secure continued on outside column of next sightings page

amcup ethics — cont'd

spots in the semi-finals, but they *did* race their respective opponents in their last races. The outcomes — Conner lost, *AmericaOne* and *Nippon* won — meant nothing in the great scheme of things, since no points are carried over from the first three rounds and all boats in the semis start with a clean slate. One can only speculate on whether these races would have been run if defeat *had* meant elimination for any boats concerned. *Prada*, on the other hand, joined *America True* in not sailing their last scheduled bout.

3) If this controversy genuinely upset you, we suggest you pull the plug on your computer and tune into the Teletubbies during the remaining racing for the 30th America's Cup. Because the serious politicking hasn't even begun. You ain't seen *nuthin*' yet.

panama canal is history

Flash: the Pamama Canal is closed! After nearly 100 years of Americans running the Canal successfully, we give it to the Panamanians for one day, and what do they do? Break it! They claim it was because of a Y2K computer breakdown. Oh sure. Americans who used to supervise the Canal indicate that somebody actually stole one of the 40 hp motors that control the gate locks and tried to replace it with the motor from an old Johnson outboard. Then they sold the good one on the black market for \$75.

All right, so this is just a lousy New Year's, Millennium, Y2K joke—but it fits widespread dire expectations about the future of the Canal. For example, most Americans and 60% of the Panamanians have major misgivings about the U.S. having finally turned over the Canal to Panama. The primary concern of the Panamanians is that their government won't be able to run the Canal profitably, and that within five years it will deteriorate into unusable condition. After all, they note, that's exactly what happened when the U.S. handed the perfectly good transcontinental railroad to Panama.

Americans have misgivings about the Canal turnover for a variety of reasons. Many share the concern that the Panamanians won't be able to run the Canal reliably or economically, and that it will be looted by corrupt officials. It wouldn't be a first in Latin America. Others feel that losing the Canal is an insult to American pride. After all, we Americans created Panama by — let's admit the truth — blatantly stealing the land from Colombia, and then setting up a puppet government for the specific purpose of leasing us the Canal Zone and the right to build the Canal. In other words, it's not only America's Canal, Panama is our country, too!

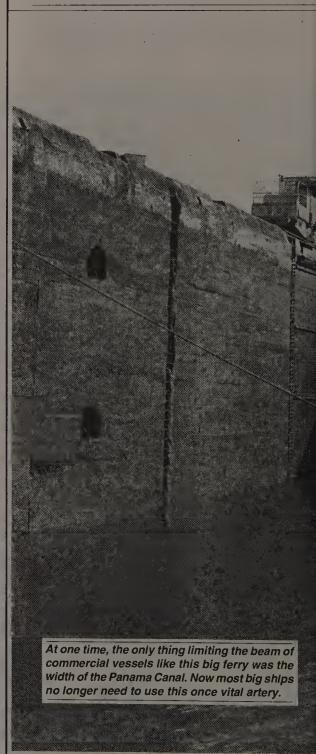
But the major objection Americans have is that by giving up control of the Canal, we've ceded important trade and military interests. But this may be more emotion than reason talking. As the *Wall Street Journal*, a conservative and trade oriented publication if there ever was one, asked in a front page headline: "Should the U.S. Even Care That It's About to Lose the Panama Canal?" Their answer was no.

These days, only 12%, by weight, of United States seaborne exports pass through the Canal, and almost all of it is low cost bulk goods such as lumber, grain, fertilizer and chemicals. And even the bulkers' reliance on the Canal is diminishing each year. If the Canal were to shut down completely, there would be an immediate disruption, but farmers would quickly resort to distributing their grains by rail to ports in the Northwest or around the Cape of Good Hope for distribution to Asia. At the worst, farmers might lose 2% of their market.

When it comes to imports to the U.S., the greatest single one—again by weight—that passes through the Canal is petroleum. But once again, total closure wouldn't mean diddly, as only 1% of our daily petroleum requirement comes through the Canal. Indeed, when it comes to trade, the real losers in a total Canal shutdown would be Panama—which netted \$134 million on Canal operations last year—and the countries of South America who have much larger percentages of their continued on outside column of next sightings page

rip sfsf

At an upbeat cocktail party at the St. Francis YC in mid-December, two dozen present and past board members of the San Francisco Sailing Foundation (SFSF) toasted the end of their charitable organization's life. In its 34-year run, SFSF (formerly known as the San Francisco Bay Sailing Association) gave away over a million dollars to hundreds of deserving Northern California sailors. As the Bay Area's first IRS-approved non-profit corporation to benefit sailing, SFSF pioneered the practice of turning tax-deductible contributions (e.g., cash, used boats) and money from fundraisers (the late Volvo Regatta) into sailing 'scholarships' for all sorts



1965-1999

of racing campaigns — juniors, Olympics, Adams Cups, TransPacs, IOR programs, you name it. "Grants make champs!" was SFSF's slogan, and many of their recipients have indeed gone on to international sailing stardom.

But all things must pass. The seemingly endless flow of money through SFSF's tax-deductible conduit began to dry up in the '90s —ironically, they were probably a victim of their own success as most of the major yacht clubs eventually formed their own similar foundations. As the donations waned, so did SFSF's influence, until in the last year

continued middle of next sightings page

panama — cont'd

imports and exports passing through.

As for the military significance of the Canal, even the conservative military brass aren't sweating the possible total loss of the Canal. For one thing, we've long had a two-ocean carrier-based Navy, and there hasn't been a carrier built that could fit through the Canal since the '40s. And when we need to get troops and tanks to distant parts of the world, they go by jet. Indeed, almost all the U.S. military and Coast Guard vessels that passed through the Canal last year — 52 in the first 11 months — were involved with drug interdiction.

As for the threat posed by Hutchison Whampoa, the Chinese company linked with the People's Liberation Army that has taken over big ports on each end of the Canal, not even the military officials seem worried. They note that the same company operates 20 other ports, including the three largest in the United Kingdom.

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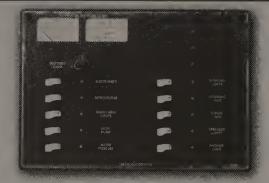
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dentin

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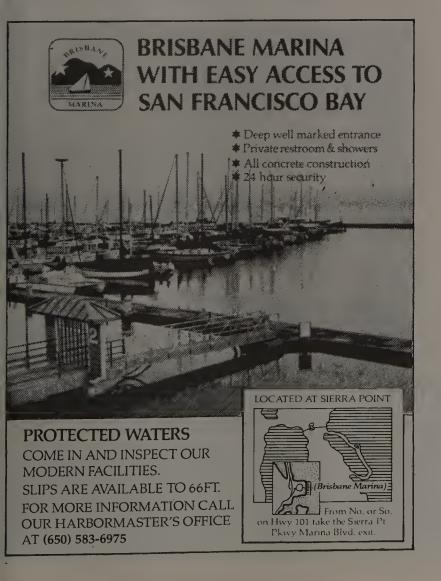
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panama — cont'd

In sum, if the Canal isn't critical for trade or the military, then it's not too critical for anything — other than the economy of Panama. For their sake, let's hope they can keep it together.

But what about small boats? When it comes to moving small boats from one ocean to the other, the Canal is a poor use of a limited resource — the fresh water needed to operate the locks. Indeed, it would be much more efficient — and better for the environment — if most yachts bypassed the locks entirely. And it would be simple. They'd just have to be lifted 85 feet at each end and transported the short distance past the locks. As everyone who has done a transit knows, it's mostly motoring across a lake. The big danger to small boats is that such a bypass system isn't currently in place, and the slow deterioration of the Canal might lead to long delays before anything is done.

the baja hee-hee

What do three Sausalito sailors do when the rains start in November? Road trip! In this case, Barry Marquette, Stuart Kiehl and Dave Fiorito's two-week Mexican cruise began at 60 mph, carrying possibly the world's smallest cruising sailboats on top of a pickup truck.

Logistics and transportation for the trip consisted of piling all the gear in the back of the pickup and tying three kayaks on top of the camper shell. Charts were brought, of course, but only to figure out where they were. With a draft of 8 inches, depths were of no concern. Nor was ground tackle — a line to a rock-filled dive net worked fine.

Their destination was Isla Tiburon ('shark island'), located just off-shore of Kino Bay (about 80 miles north of Guaymas). Supposedly once inhabited by cannibals, Tiburon — the largest island in the Sea — is not a popular destination. In fact, visits are discouraged by all the cruising guides because of severe currents, shallow depths and only two recommended anchorages in the 29-mile-long island's entire length. The narrow and dangerous *Canal del Inferinillo* ('strait of little hell') between the mainland and Tiburon carries all sorts of encouraging warnings like "Danger," "Caution" and "Avoid This Area." And then there was Punta Tormenta, where they planned to land. "Cannibals, sharks, hell, torment — it sounded like our kind of place!" notes Kiehl.

The three amigos pulled the pickup onto the beach at Kino and, exhausted, spent that night in the truck. The next day, they unloaded their kayaks — 16 to 17-ft ocean kayaks with extra large rudders — for the voyage to Tiburon. They loaded up gear and sails, paddled out into the breeze, and rigged for sailing.

Fast Yak designer Dave Fiorito had put the sailing kits together. At water level, this consisted of four-foot crossarms on each side, and small, inflatable 'amas' and a leeboard. Aloft, a 15-ft mast stepped into a yoke arrangement attached to the hull. Four shrouds held it all in place and a 30-square-foot mainsail and slightly larger spinnaker provided the power. The whole thing can be assembled or taken down on the water, and the sailing rig is adaptable to any hard-shell kayak.

The 2,500-mile (by road) trip was designed in part to test this rig, which Dave had recently developed. Since all three men had cruised in bigger boats, they were also interested in the 'minimalist' aspect of the trip: just how small and lightweight could cruising under sail be done?

"We had a great sail to Isla Tiburon, and discovered Punta Tormenta was anything but tormented," notes Fiorito. At least that day. A tenknot breeze and 80-degree water set the stage for a lovely afternoon and evening. They were also surprised to discover a marsh, complete with mangroves and oysters — quite a contrast to the general barrenness of the area. Landing was a bit different than with a big boat: just grab and pull above the tideline. No depthsounders needed.

The next morning saw more of the same perfect conditions and the guys set red, white and blue spinnakers (how patriotic!) for a run down the eastern coast of the deserted island. This was one of the highlights

continued on outside column of next sightings page

sfsi

or so it became a shadow of its former self. "We thought about it long and hard, and concluded that we'd become redundant," explained president Dave Santori. "With the Millennium coming, it seemed like an appropriate time to close our books and pass the baton."

This fall, SFSF quietly gave away almost all of their remaining funds, mainly to Olympic campaigns. At the end of last month, they gave away their final \$6,000, split equally among three of the bigger yacht club foundations (StFYC, SFYC and RYC), and officially declared the organization dead. Though it's gone, SFSF won't be forgotten — certainly not by the hundreds and hundreds of local sailors who benefitted from their largesse





— cont'd

over almost four decades. "SFSF was truly a Bay Area effort," noted Santori. "It superceded all yacht club allegiences, and helped put San Francisco on the sailing map. SFSF's legacy is everywhere, including at the current America's Cup — I was just down in Auckland, and saw lots of kids we've funded among the crews."

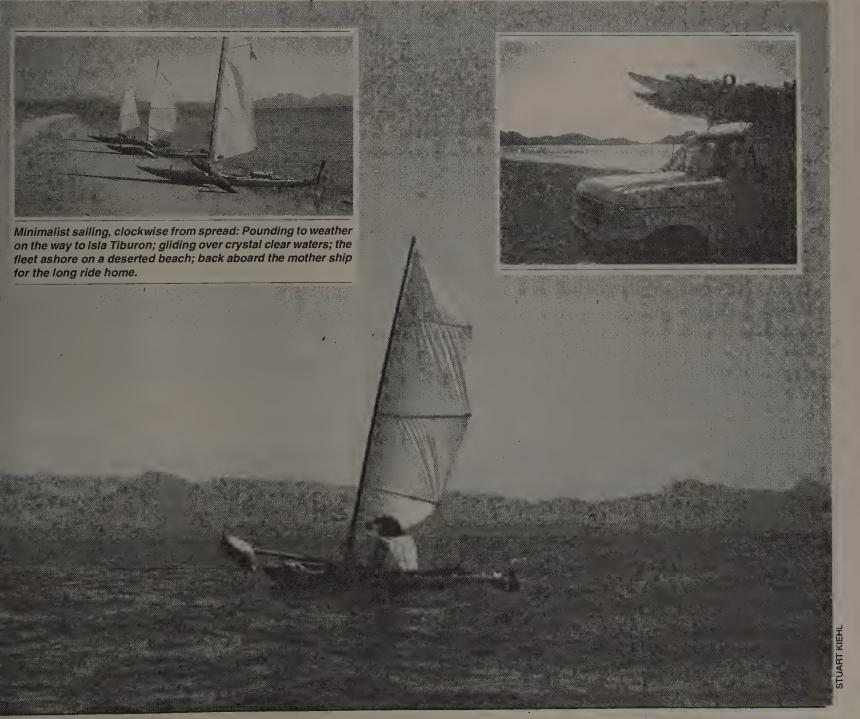
Latitude salutes the volunteers who served on SFSF over the years — founding fathers Denny Jordan and Bob Klein, Mik Beatie, Ward Cleaveland, Peter Fromhagen, Pat Kirrane, Peter Nardini, Jim Peterson, Harris Lavine, Bill Claussen, Lea Fisher and so many others — and commends the San Francisco Sailing Foundation for a job well done.

baja hee-hee — cont'd

for Fiorito, who waxed poetic as he later wrote, "We were 20 feet off the beach, gliding over a rocky bottom where we could watch the undersea world in two feet of clear water. Sergeant Majors and angelfish flitted about. I adjusted the spinnaker a bit so as to shade the water and make it even clearer. A pile of pure white objects appeared on the beach in the distance, looking like some kind of modern sculpture. It turned out to be the skeleton of a whale, bleaching in the Mexican sun, the vertebrae still in alignment. . . ."

The only thing that kept that night's camp under the stars from being perfect was the stingray that nailed Fiorito in the foot when he walked down to the water's edge to wash out a pot. That, and the three tough-looking, camo-clad characters who appeared out of the darkness into the light of the bonfire. Happily, they turned out to be Seri Indian Police (the island is a nature preserve owned by the Seris). They were polite and friendly, and after establishing the *gringos* weren't smuggling guns or drugs, they gave them permits to stay. "I think the sight

continued on outside column of next sightings page



baja he-he — cont'd

of Dave soaking his foot in our cooking pot helped our case," notes Kiehl. Fiorito finally had to give up the boiling water treatment when everyone got hungry — they needed the pot to cook dinner!

Pristine waters, natural beauty and good weather made the rest of the two-week trip one to remember. Dave's foot recovered sufficiently to allow plenty of hiking and diving before it was time to head home. The 17-mile voyage back to the mainland from the southern tip of the island wasn't quite the pleasure cruise the outbound trip had been. Not only was there no wind, but the trio battled adverse current and something they never expected in the Sea of Cortez: fog!

"A solid bank of the stuff was licking around the headland to the south and headed our way," says Fiorito. "Due to a glitch in communications, our navigation officer had forgotten the compass. We didn't want to be wandering around blind, so we all started paddling like mad."

They almost made it. (Dave did have a handheld GPS just in case.) They were about 50 yards from the beach when they were enveloped in mist. But all was well, as minutes later the three arm-weary compadres made landfall after a long, five-hour paddle.

In all, they covered about 60 sea miles, found that the enormous versatility of sailing kayaks provides fun, as well as access to areas normally 'off limits' to larger cruising boats — and that, when it comes to kayak-sailing the Sea of Cortez, less is definitely more.

- stuart, barry, dave and latitude 38

keep the airwaves free, part 3

Just before Thanksgiving, Charles Kelley, Chief of Investigations and Hearings Division, Enforcement Bureau, Federal Communications Commission, called Stan Honey, Director of the SailMail Association. Kelley told Honey to expect a fax from the FCC — one that would make it a happy Thanksgiving for SailMail.

Folks who have been reading *Latitude* for the last couple of months know that PinOak Digital, a for-profit East Coast company that provides SSB radio email service to mariners, has been trying to silence the SailMail Association, a not-for-profit West Coast based organization that provides almost identical SSB email service — but without the per call charges.

PinOak's blustery president, Peter Detwiler, had hired Raymond Kowalski, an attorney who "used to be one of the six guys who ran the FCC", to petition the FCC to deny SailMail's request for a second station in South Carolina whose purpose was to better serve cruisers in the Atlantic, Caribbean, Med, and even Mexico. Kowlaski also asked the FCC to pull SailMail's license for their current Palo Alto station.

On November 30, the FCC rendered their decision by denying all of PinOak's allegations against SailMail. Specifically, it found that there is no business relationship between West Marine and SailMail; that the FCC was correct in granting SailMail a private coast license rather than the public coast license PinOak thinks SailMail should have had to apply for; and finally, that PinOak's allegations that some SailMail members used illegally imported equipment "lack specificity" and "are entirely unsubstantiated".

As a result, the FCC granted SailMail a license for the East Coast. That station is now up and running. It's a good thing, too, as SailMail membership is up about 20% in the last few months. In addition, the Palo Alto station's license is no longer threatened.

To better serve the many cruisers in Mexico and the South Pacific, SailMail needs a second west coast station. Honey was planning to file for that license before the end of last year. As previously reported, Don Melcher of HF Radio Onboard has offered to donate the equipment and we at *Latitude* will be putting up the \$2,500 in other start-up expenses. If you're so happy that the 'good little guys' have finally one won over the 'big bad corporate guys' that you want to play a role in establishing

continued on outside column of next sightings page

deranged

The following article appeared in the Sightings section of our November, 1977, issue. See if you can recognize the writer before you get to the end.

A few weeks ago, a group of somewhat deranged sailors in Berkeley, thinking back to the good old days on Long Island Sound, were bemoaning the fact that there is no Frostbite Racing out here in the Bay Area.

"That was the best sailing there ever was," said one hard-core sailor. "First we'd shovel snow off our boats, then the crash boats would go out and break up the ice in the harbor."

His eyes began to acquire that "faraway look" usually associated with long-distance cruisers.

"The races only took about 15 minutes each, so we'd do seven or eight every Sunday afternoon. That meant eight starts and up to 40 mark roundings! We used a 9-ft dinghy called a 'Dyer Dhow' — non self-bailing, non self-rescuing, of course."

"You must have frozen your transoms off!" commented a skeptical sailor from Southern California.

"That was always a possibility," continued the Frostbiter, especially since this was before sailors had discovered wetsuits. "Actually, the racing was so intense that I can't even remember being cold and the crash boat fished us out of the drink seconds after we capsized."

Then another East Coast sailor joined the reminiscing.

"In my harbor, the ice was too thick to race all winter — but the skippers of all the hot offshore type boats would be out there in March bouncing 10-ft dinghies off each other."

"Well, that explains why their big boats were so competitive," added Frostbiter number one. "We even had a helluva good time

coast

Here are Coast Guard Group San Francisco's significant search and rescue cases occurring between November 20 and December 16:

November 26 — At 11:20 a.m., the CHP 911 dispatcher transferred a caller to us who reported that a free-diver (no scuba) was missing at Sea Ranch (on the Sonoma Coast near Gualala). The diver's partner was the reporting source. We launched a Bodega Bay 44-ft motor lifeboat (MBL) and an Air Station San Francisco H-65 'Dolphin' helicopter, which flew to Santa Rosa to pick up Sheriff's divers. We dropped them off at the scene, then joined the search with Sonoma County Sheriff's helo 'Henry One'. Given an

in berkeley

at the protest hearings, especially after we all got to know the rules really well."

Anyway, the result of this conversation was the formation of the Berkeley Frostbite Racing Association. Unwilling to recognize how time can affect one's memory, they are dedicated to racing small boats under the most ludicrous conditions available. Not having access to cold water and ice, they will race in the dark at the Berkeley Marina South Dock from 6:30 to 8:30 p.m. on Thursday nights beginning November 1. Starts are planned for Lasers, Lido 14s, Windsurfers, and of course, El Toros. But being a deranged sailor isn't the only requirement. Each competitor must have a waterproof flashlight, a whistle, and wear a lifejacket or a wetsuit. No LORAN or SATNAV, please.

If you guessed Max Ebb, you are absolutely right. This was his very first column in the magazine. Interestingly, we had no idea who Max was until over a year later — the articles were sent in anonymously. "I got a note after the January article that said something to the effect of, 'Great stuff. Tell us where you are and we'll send you some lettuce,'" says Max's alter ego (who prefers not to be officially 'outed' just yet). With the first 'official' Max Ebb article appearing in January, 1980, this issue marks this popular contributor's 20th year in these pages.

As always, Max reminds us that a compilation of his articles in book form should be out "any month now" but, darn it, "it seems I've missed another Christmas." If you believe that, you'll also be interested to know that book #2 will have the actual real-life bio info.

"The scary thing about the last 20 years is that I started out clearly identifying with the Lee Helm character, while Max was a distillation of much older sailors," says the 'real' Max. "Now I see myself becoming more like Max and less like Lee every year..."

watch

extremely tight search area, the helicopters quickly finished a complete search of the area, and the surface search was finished before the MLB reached the scene. Sheriff's divers shortly thereafter located the deceased diver in 30 feet of water.

December 2 — The owner of a 17-ft motorboat called us on his cell phone at 2 p.m. to report that he and a friend were wearing their life jackets while standing in their submerged boat, sunk in waist-deep water in Suisun Bay. An Air Station San Francisco H-65 helicopter and Station Carquinez 41-ft utility boat (UTB) launched in response. The UTB immediately located the distressed crew,

continued middle of next sightings page

free airwaves — cont'd

the new west coast station, you can mail a check to SailMail, 921 East Charleston Road, Palo Alto, CA 94301. Although a not-for-profit organization, SailMail is not set up for tax-deductible contributions at this time, so keep that in mind.

A word of caution. While SailMail is not for profit, there are considerable expenses involved in setting up an onboard email system. You need a computer, an SSB radio, a Pactor II modem, and to pay \$200 a year for SailMail membership. While not for everybody, many cruisers can't imagine life without it. For futher details, surf to www.sailmail.com.

Are we now satisfied with the status quo? No, we're not. We'd like to see the Seven Seas Cruising Association — whose board of directors have said point blank that they are so afraid of Detwiler and PinOak suing them that they are afraid to activate their license — get *their* station up and running.

À

second wind

Philosopher Friedich Nietzsche once noted, "If you gaze for long into an abyss, the abyss gazes also into you." Being students of the human condition, we naturally modified this to apply to sailing: If you get into sailing, sailing gets into you. During a recent trip to Europe and the Middle East, regular contributor John Skoriak uncovered one of the most unique examples of this phenomenon that we've ever read. We would love to hear others. . .

As he sat in his prison cell in Syria, Israeli commando Yigal Havkin's life passed before him. During the 1973 Yom Kippur War, he had been captured in a sweeping Syrian offensive. Not knowing when, if ever, he would be released, he survived by remembering his youth, growing up in the port city of Haifa and sailing with his father. The memories — and the dream that one day he might build and sail his own boat — helped the 20-year-old soldier survive nearly a year as a prisoner of war.

When the conflict finally ended, then secretary-of-state Henry Kissinger negotiated the release of Havkin and a handful of his fellow Israeli soldiers in exchange for several thousand Syrian prisoners captured by Israel.

After surviving the horrors of captivity, and seeing death and torture around him, Havkin decided that his life needed a dramatic change, so he headed for the United States. His first stop was Florida, where he lived and sailed on a trimaran owned by a 'crazy German photographer'. The next stop was California, where the '70s 'hippie' culture was in full swing. After spending a year in America, Havkin returned to Israel with a firm goal in mind: to build a boat and go cruising.

Upon his return to familiar ground, Havkin convinced an Israeli photographer friend, Nahumi, to share the dream. They eventually settled on England as the best place to build the boat, a simple yet robust catamaran over 40 feet long. As for the construction method, all Havkin knew was that he *didn't* particularly like the plywood construction used on so many multihulls of that era. Fiberglass would be better, he thought, or perhaps cold molding. Eventually, he heard about the Gougeon Brothers and the now famous 'West System' of cold molded construction, and his decision was made. Soon after, in 1975, the young partners found an old warehouse on the London Docks. With little or no experience in boatbuilding, much less 'high-tech' cold-molded construction, they began construction of what was, according to Havkin, the first vessel built in England using the West System.

The work was tedious and full time, year round, summer and winter, working in an unheated warehouse. For Havkin, one consolation was the presence of his Israeli girlfriend, Michal, a dancer and continued on outside column of next sightings page

second wind - cont'd

part-time helper. After three years of almost non-stop work, the 42-ft *Cat* was hauled by a crane through the warehouse doors and launched into the Thames River.

Havkin and crew wasted little time conducting sea trials near Cowes on the Isle of Wight. Happy with their creation, Havkin and Nahumi left Plymouth, England, in November, 1978, en route to La Coruna, Spain and eventually, the warmer waters of the Med.

The trip turned into a shakedown — in every sense of the word. Caught by an early season gale in the Bay of Biscay, they broke a centerboard, ripped their yankee jib and fought for their lives. They finally arrived in La Coruna, but many other vessels caught in the same storm were lost. After licking their wounds, they sailed on to Gibraltar, where they arrived on Christmas Day. Then they sailed to Ibiza, Barcelona, Malta, Greece and finally Haifa, Israel, in early February, 1979. Shortly after returning, Havkin and Michal were married.

Havkin soon set about making improvements to Cat and ready-

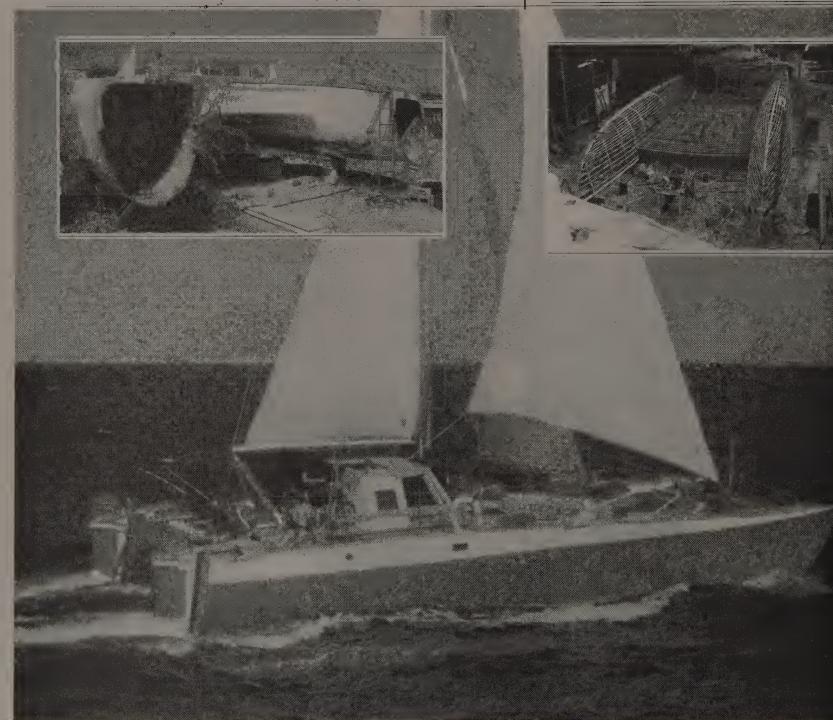
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coast watch

picked them up, and transported them to the Martinez Marina.

This was a simple case, but one which showed some good prior planning by those boaters. First, they had their PFDs, and were wearing them — always the smart thing to do in case the situation worsens. Second, they took along a means of communication and knew how to reach us. (Remember, though — we still recommend boaters take a VHF-FM radio along so that our boats and aircraft can home in on their signals, which is not possible with a cell phone.)

December 13 — At 11:22 a.m., the San Francisco Police Department reported to us that a person jumped in the water near Pier 30/32, took off his clothes while in the wa-



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— cont'd

ter, then submerged and didn't resurface. We dispatched a Station San Francisco rigid-hull inflatable (RHI) boat and an H-65 helo, which were joined by the San Francisco fireboat Phoenix. They searched until 2 p.m., finding no subsequent signs of the swimmer.

December 15 — At 9:20 p.m, we received a report of a Catalina 27 sailboat on fire at San Leandro Marina. Local police and fire units originally responded and found that the fire trucks could not reach the boat with their hoses. A 41-ft UTB from Station San Francisco arrived on scene and extinguished the fire. The fire department then took charge of salvaging the boat. The owner/operator, a known mental patient, was found swimming

continued middle of next sightings page



Above, Yigal Havkin. Spread, 'Cat' sails the Med in the late '70s. Upper left, the restoration gets underway. Near left, the boat under construction in En-

COURTESY YIGAL HAVKIN

second wind - cont'd

ing it for the charter trade. Among these were the construction of a pilothouse, and replacement of the anemic 20-hp air-cooled engine with a 50-hp diesel. He then sailed to the southern tip of the Sinai Peninsula, where Cat soon started offering dive charters in the Red Sea. The charters were successful but Middle East politics, once again, got in the way. When Israel returned the Sinai to Egypt in 1982, Havkin and other Israelis were forced to leave.

At this juncture, Havkin decided to study yacht design. In 1984, he and Michal returned to England. For the next 4 1/2 years, he attended the Southampton Institute of High Technology during the cold months and spent summers chartering Cat out of Rhodes. After graduation, he continued chartering until 1986, when, he says, "I just burned out." He left the boat in Rhodes and returned home to Israel to "get a real job" and concentrate on raising a family.

For the next few years, Havkin worked for the Weizman Institute as a yacht designer specializing in composite construction, as well as designing and developing unmanned aircraft. Cat was nearly forgotten until the mid-'90s when his former partner, now living in America, alerted him that the near derelict boat was about ready to be auctioned off in Rhodes. Nahumi flew over, paid the storage bills and rescued Cat, delivering her back to Israel using little more than an out-

Cat languished for several more years in several different Israeli harbors while Havkin decided what to do. Actually, he knew what he wanted to do: rebuild the boat and go cruising with his family. It just took awhile to figure out how to accomplish the task. Finally, with the aid of some heavy duty farm machinery and a few good friends, he moved Cat to a seaside kibbutz near the ancient port of Ceasarea. Not long after, serendipity landed Havkin a lucrative government contract. He was finally able to consider a complete rebuild of his boat.

With the help of a new partner whom he describes as a good sailor as well as mechanical consultant, Havkin lengthened Cat's hulls, re-sheathed wherever necessary inside and out, and re-painted. The partners plan soon to re-rig, repower, renew all navigation and electronic equipment, build new tanks, re-wire, re-plumb, buy a new suit of sails and eventually, re-launch. And although he knows that the refit will cost as much as the original construction, the now 46-yearold Havkin is looking forward to the project. The future plan is an open-ended voyage west with wife Michal and his children in three years. Having been there before, Havkin knows he will find the way.

— john skoriak

helping norm bennett

Two months ago, we reported that Norm Bennett, the Australian owner of Club Nautico in Cartagena — the most popular cruiser marina on the north coast of South America — has been under arrest since last February on what many believe are trumped up drug smuggling charges. This month we hoped to be able to report that his situation has improved, but unfortunately it hasn't. Bennett was moved out of a clinic — he's suffering from high blood pressure — back into a regular prison, and then back to another clinic. He cannot be reached by phone at the new clinic. Bennett is not in good physical condition, his case has been going nowhere, and his lawyers seem to be taking his money and running.

We've received a number of phone calls and emails from Bennett's cruising friends asking what they can do to help. Frankly, we have no idea except keep bringing his name up in public. One of our crew from Big O and Profligate is going to Cartagena and will looking into the situation. Meanwhile, he suggests that everyone send emails — one is good but 10 are better - to the Colombian Human Rights Network at http://www.igc.org/colhrnet/, and to Amnesty International at

short sightings

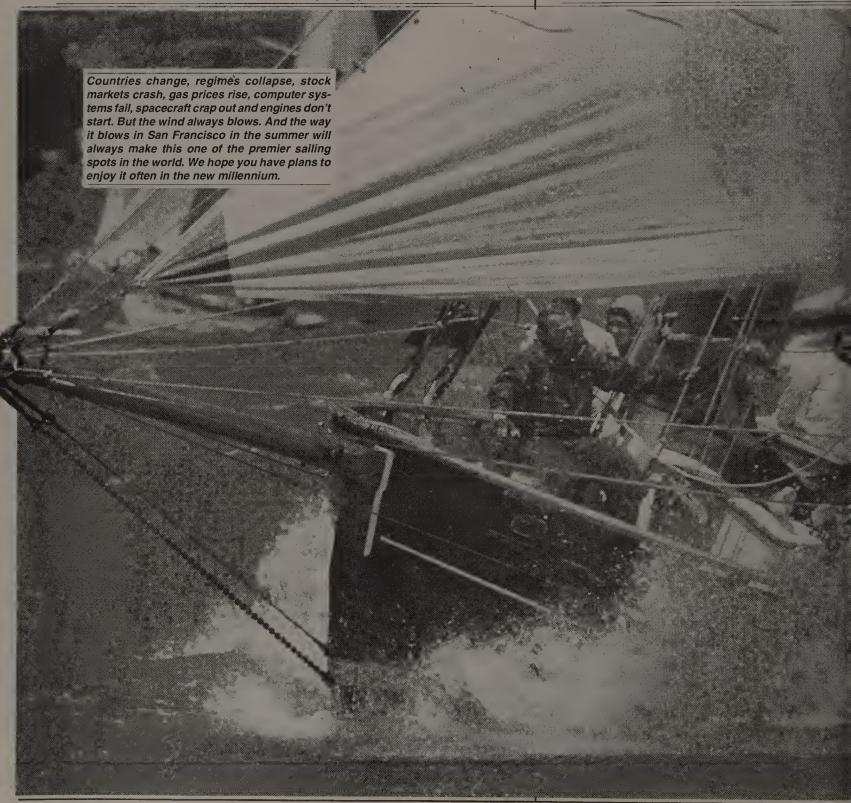
THE ATLANTIC — At about 0100(Zulu) on December 6, the 11-Metre Norwegian yacht *Jagermeister* put out a *mayday* call. In storm conditions 300 miles east of Antigua, they had lost a man overboard. The *mayday* call was received by a participant in ARC 99, the trans-Atlantic cruiser's rally. This boat, Johan Vogt-Svendsen's Arconda 40 *Mazy*, transferred the call to the Norwegian Coast Guard and, along with three other ARC yachts, diverted course to help with the search. Norwegian officials meanwhile bounced the alert back to the U.S. Coast Guard, which dispatched two aircraft to search for the sailor, Petter Noreng. Approximately 16 hours after the report of the man overboard, the crew of ARC 99 participant *Hildring*, a Jenneau 42 owned by Norcontinued on outside column of next sightings page

coast watch

around the docks and refused to come out of the water. The San Leandro Police eventually took him into custody. Local authorities suspect that fire was deliberately set.

During this period we received 6 uncorrelated *mayday* calls, resulting in 4 wasted helicopter sorties and 1 boat sortie.

Ending the year on a good note, the newly built 87-ft Coast Guard Cutter *Hawksbill* arrived at Station Monterey on December 8, after completing a six-week voyage from Bollinger Shipbuilding, near New Orleans.



— cont'd

During its eventful journey, cutter and crew endured two tropical storms and a brush with a hurricane, and had their first run at search and rescue when they assisted a disabled boat near Santa Barbara. *Hawksbill* replaces the 110-ft cutter *Long Island*, which had shifted its homeport from Monterey to San Diego in July. We'll be placing *Hawksbill* into official active service during a ceremony set for January 6, 2000.

— captain larry hall



shorts — cont'd

wegian countrymen Eva and Arve Johansson, spotted Noreng and pulled him aboard, cold and tired but alive. (Incredibly, the Johanssons had found and saved another seaman just before they arrived in Las Palmas for the start of the ARC.) Noreng was eventually reunited with the crew of *Jagermeister*, and the ARC boats *Mazy*, *Hildring*, *Sonja* and *Barefoot* were given a hero's welcome when they arrived in St. Lucia at the end of their 2,700-mile passage from the Canaries.

ON THE BAY — On December 11, the 60-ft ocean racer *Thursday's Child* sailed into San Francisco Bay in commemoration of the day 30 years ago when the orca Corky was captured off Pender Harbor in British Columbia. Corky, who currently resides at Sea World in San Diego, is the longest surviving orca whale in captivity in the world. It was a beautiful, sunny, day with light airs on the Bay as *Thursday's Child*, which is owned by Michael Reppy and doubles as a shorthanded racing boat and sailing billboard for Earth Island Institute, glided under the Golden Gate with her spinnaker adorned with a large orca and the words "FREE CORKY". Will Morris, a Free Corky activist, gave a heartfelt toast to Corky and plea to Anheuser Busch, the owners of Sea World, to release Corky to her family pod in British Columbia — in a gesture similar to that of the captive orca who played Willy in the *Free Willy* movies. If you're interested in finding out more about the Free Corky movement, log onto www.tchild.org.

LAKE TAHOE — The ban on two-stroke engines which took effect in June has already showed dramatic decreases in the petrolem pollutant levels on Lake Tahoe. Water samples tested in November showed that levels of the fuel additive MTBE had dropped 95%, and toluene had dropped 88%. The findings seem to vindicate the Tahoe Regional Planning Agency's controversial ban, which prevents most types of personal watercraft (jet skis and their ilk) and outboards from being used on the lake anymore.

OFF GUATEMALA — On December 16, the Alameda-based Coast Guard cutter *Munro* intercepted a 200-foot freighter suspected of smuggling undocumented Asian migrants in international waters approximately 200 nautical miles west of Guatemala. While on routine patrol, the *Munro* spotted emergency red flares in the vicinity of the *Wing Fung Lung*, and went over to investigate. As sometimes happens when a Coast Guard vessel approaches, some of the people on the ship started jumping into the water. The crew of the *Wing Fung Lung* advised the Coasties that the ship was taking on water and that people were abandoning ship. Upon boarding, those claims were found to be false. However, the ship was disabled and adrift, conditions aboard were deplorable — and there had been no food or water aboard for two days.

The *Munro* recovered all the people in the water, fed them and provided medical assistance. The *Munro* then escorted the vessel to the nearest safe harbor in Central America. The nationality and number of the people aboard and the vessel's registry are not known at this time. Final disposition of this case is pending.

JACK LONDON SQUARE — 'The Greatest (Boat) Show on Earth' well, at least the West Coast — returns to Jack London Square this spring for the fourth year in a row. Pacific Sail Expo 2000 is scheduled for April 26-30, and it's never to early to start planning to attend — or participate in — this largest showing of new sailboats anywhere in the Pacific. One of the hallmarks of Pacific Sail Exporhas been the best collection of new sailboats West of Annapolis. Early reports from Sail America, the industry association that produces the show, indicate that the first show of the millennium should be no exception. Some of the new boats already committed are: Swan 56, Morris 34, Hallberg Rassy, a Hylas 46 and Hylas 54, Moody, Tayana 48, one or more boats form Cabo Rico, plus large displays from all the major production builders. On the seminar side, Doris Colgate will be returning with her nationally acclaimed Women's Sailing Seminar; Chay Blyth will make an appearance with one of his 67-ft New World Challenge boats available for boarding, and an America's Cup party is planned as a salute to the four U.S. Cup campaigns that were based in the Pacific. Keep an eye out — we'll be having more on this great show in upcoming issues!

LOUIS VUITTON CUP, ROUND III

Round III of the Louis Vuitton Challenger Elimination Series for the 30th America's Cup officially ended on



'Prada' continues to look very strong. Can the Silver Bullet be stopped?

December 16. But for most syndicates, it was over well before that.

In six compounds, the sun is shining bright as spring in New Zealand slides into summer. The following teams had amassed enough cumulative points in Rounds I (1 point per win), II (4 points per win) and III (9 points per win) to

ALL PHOTOS BOB GREISER

(Switzerland), there was no joy in Cupville. They had all struck out. The only good news was that they'd be home — for good — for the holidays.

As with previous rounds, there was plenty of great racing in Round III. This continues to be the most exciting America's Cup series to watch since

Fremantle in '87. But the biggest surprise — and controversy — of Round III occurred ashore. (This is, after all, the America's Cup, where sailing is only one small part of the excitement and intrigue.)

It was a foregone conclusion that, barring catastrophe, the Big Five would advance to the semi-final round, and that's exactly what happened.

The big question on everyone's mind



Team DC saved a bunch of time and money by never shrouding 'Stars & Stripes'. The other challengers are required to lift their skirts before the semi-finals begin.

advance to the semi-final round, which begins January 2: *Prada* (Italy), *Nippon Challenge* (Japan), *America True* (USA), *AmericaOne* (USA), *Team Dennis Conner* (USA), and *Le Défi Bouygues Telecom-Transiciel* (France).

For the other five teams, Young America (USA), Bravo Espana (Spain), Abracadabra (USA), Young Australia and FAST 2000

THE VICTORS AND THE VANQUISHED

coming out of Round II was, who would get the coveted sixth position — the last spot in the semis? By all rights and logic, it should have been Young America. But again, this is the America's Cup. Logic has little to do with anything.

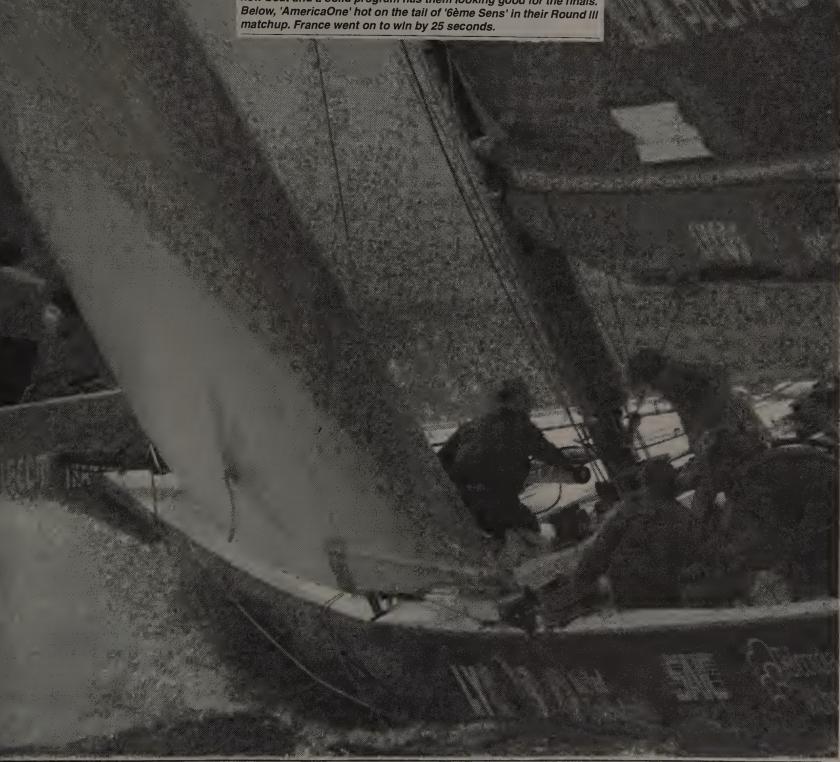
The New York YC syndicate came to Auckland with one of the



Above, Paul Cayard and 'AmericaOne' tactician John Kostecki — a new boat and a solid program has them looking good for the finals. Below, 'AmericaOne' hot on the tail of '6ème Sens' in their Round III

three biggest warchests, two Bruce Farr-designed boats and a topnotch group of sailors led by former World Match Racing champion and Rolex Yachtsman of the Year Ed Baird. Coming out of third place in Round I, the Young Americans were looking good to be a contender for the whole

Things started going bad for New York when their first boat, USA 53, broke in half in the middle of



LOUIS VUITTON CUP, ROUND III







Above, semi-finalist skippers Dawn Riley ('America True'), Dennis Conner ('Stars & Stripes') and Peter Gilmour ('Nippon Challenge).

"Two masts

probably would have been

better than two keels."

Round II. She didn't sink, but the team's momentum sure did. They got up and running again with their second boat, USA 58, but the 'curse' that seems to have plagued every New York YC America's Cup effort since they lost the bloody thing in 1983 was not to be denied. Young America struggled through a series of embarassing

incidents to finish Round ll in a rather tentative sixth.

Le Defi, on the other hand, was at the very bottom of the 'legitimate' pecking order.

(Only the Aus-sies, racing old boats, and the Swiss, with a two-ruddered, no-middle-keel freak of a boat, were lower on the totem pole.) Not one pundit we could find gave the French effort a snowball's chance in Hades before, during or after Rounds I and II. With only five wins in the first two rounds — four against the bottom-dwelling Aussie and Swiss teams — they seemed well on the way to proving those pundits right.

With Bertrand Pacé, another international match racing champion, at the helm, and a boat named *6ème Sens*—"sixth sense" — perhaps we should all have paid a little more attention.

When to hold 'em, when to fold 'em

Teams are allowed to make modifications to their boats between rounds. Most changes are subtle. But over in the French compound, their approach was the nautical equivalent of calling on a huge opening bet in poker, then discarding all their cards for an entirely new hand.

According to reports, 6ème Sens underwent radical surgery at the end of

Round I, but didn't go much faster. So they went at the boat with chainsaws again after Round II and, apparently, drew a royal flush. The most visible changes were an extended stern and a deep, slender rudder. *Prada* designer Doug Peterson took one look and said, "That's going to bring them into contention." And

so it did. The dog, it turns out, was a grey-hound.

After losing the first two races of Round III to *Prada* and *Nippon*, France started win-

ning, claiming an eventual se-ven matches in a row. It wasn't long before the *6ème Sens* was, unbelievably, in contention for the coveted sixth spot. When they beat *AmericaOne* on December 11 in one of the closest races of this series — the two boats were never more than 19 seconds apart in the first four legs of the 18.5-mile course and France won by only 25 seconds — everyone really sat up and took notice. Implausible — *impossible* — as it seemed, France was now ahead of *Young America* in the race for sixth.

With two races to go, it was still doable for New York. If they could win their last two bouts, and France lost both of theirs, Young America was in. With the Australian team no longer racing, the first of those two races was a gift to Young America, while France was scheduled to go up against Dawn Riley's tough America True team. On the last race of the series — actually a makeup of an earlier matchup cancelled due to light wind, France would have to face none other than Young America in what what would have been the showdown of Round III — hell, of the whole thing to date.

For their part, France needed only one more win. They got it on a blustery December 15 when the boats were in their sheds and the race committee had cancelled the day's racing. America True's Dawn Riley announced that her team had made the finals and would not risk damage to their only boat by racing it any

more in Round III.
Just before the warning signal for 'Stars & Stripes' race against 'Prada', a bulkhead holding the blue boat's runners failed, turning Conner's IACC into a real open-transom model. During the three-day repair, the race schedule was rearranged to minimize disruption.



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— THE VICTORS AND THE VANQUISHED



Did they or didn't they?

While hoots and hollers of celebration could be heard echoing through the French compound for days, hue and cry arose from much of the sailing public that *America True* had taken unfair advantage of their status to influence the outcome of Round III. They were being unsportsmanlike, claimed the armchair skippers. What they did was unethical. They were in cahoots with *AmericaOne* (who you'll

'America True' (foreground) does the pre-start tango with 'Abracadabra'. The "banana boat" ('True is bright yellow) beat the Hawaiians.

recall had lost their matchup with 6ème Sens only a few days earlier) and maybe some other teams to engineer the ouster of Young America.

Curiously absent in these tirades were members of the *Young America* team. In a show of class the America's Cup hasn't seen since the American people donated a special trophy to Sir Thomas Lipton for losing the America's Cup five times, Young America CEO John Marshall and later Ed Baird didn't blame their designers, builders, sailing team or America True. They sat up in front of the press wolves and took the blame themselves. Then they pledged that Young America would do what they could to help the other challengers. Had bonus points for professionalism been available, Young America would have leapfrogged back into the land of the living.

Home for the Holidays

Before we examine how the semifinalists got to where they are, a final nod to the rest of the fleet.

The Swiss were the first to go. On the second race of Round III, their mast came crashing down and with it any hope of continuing. The cash-strapped team didn't have a back-up spar and — despite what you saw in the movie Wind — the rules do not allow another non-Swiss team to 'lend' one. Not that it would have made a difference: their weirdly-configured Be Happy (which required two helmsmen to work its fore-and-aft rudder/keel system) had not won a single race with another competitor. Two days after the mast fell, syndicate head Marc Pajot announced, "The game is over for us."

In possibly the best quote of Round III, Be Happy co-designer Peter van Oossanen added, "In hindsight, two masts probably would have been better than two keels."

Mathematically, Syd Fischer's scrappy Young Australia team were the next to go. Like any good Australian sporting effort,

Remaining Louis Vuitton & America's Cup Schedule

SEMI-FINALS

January 2 - January 19

Six challengers with most points from previous rounds advance to semis. Challengers start with a clean slate — no points — and race each other twice, wins worth 1 point

FINALS

January 20 - February 13

The top two challengers will compete in a best of nine match race series.

AMERICA'S CUP MATCH February 19 - March 4

Winner of the LVC takes on Tearn New Zealand in a best of 9 race series.

they went down swinging to the last. The young team, none of whom are over 25, were hopelessly outclassed in their 1995 steed (the former *OneAustralia*), but gave away nothing in enthusiasm or aggressiveness, making each boat that raced

LOUIS VUITTON CUP, ROUND III

LOUIS VUITTON STANDINGS at the end of Round III Syndicate Helmsman Round I Round II Round III (round 2 standing) (win-loss/pts) (win-loss/pts) (win-loss/pts) 10-0/10 9-1/36 7-2/63 1. Prada (1) 26-4/109 Italy Francesco de Angelis 10-0/10 2. Nippan (5) 8-2/72 Japan Peter Gilmour 6-4/5.5* 20-10/101.5 6-4/24 3. America True (2) USA John Cutter 8-2/32 7-3/63 21-9/101 4. AmericaOne (4) **Paul Cayard** USA 7-3/28 22-8/99 7-3/63 5. Team DC (3) Read/Conner USA 5-5/4.5* 8-2/32 18-12/81.5 5-5/45 6. Le Defi BTT (9) France **Bertrand Pacé** 12-17/77 7-2/63 7. Young America (6) USA Ed Baird 16-13/60 4-6/16 4-5/36 8. Spain (7) Spain Luis Doreste 4-6/36 9. Abracadabra (8) USA: Larson/Bertrand 10-20/43 3-7/27 10. Young Australia (10) James Spithill 4-26/18 2-8/8 1-9/9 11. Fast 2000 (11) Switz. Schumann & Pajot 2-8/8 *Team DC and Nippon each lost half a point in Round I for failing to avoid collisions.

Fast 2000 withdrew from further competition after Race 2.

them earn the win. At only 20, skipper James Spithill brought back memories of the young Andre Agassi — dashing, daring, enthusiastic, and talented. He'll certainly figure prominently in future America's Cups. If this is truly Syd Fischer's last America's Cup, as the 72year-old Aussie entrepreneur claims, this team was certainly a fitting legacy to his five tries for the Auld Mug.

John Kolius' Hawaii-based Abracadabra team was next in line. Although they had two boats, this cash-strapped team just couldn't get going, winning barely a third of the 30 races in Rounds 1 through lll — and despite the promising performance of their new boat and former Bay Area sailor John Bertrand in the Round III afterguard.

"If someone said to me today, 'You have \$10 million, go see what you can do with it,' I would not have two boats. I would have no boats, because I wouldn't do it," said Kolius. "It would have been better to buy a CD (certificate of deposit).'

The final team to face elimination was the Spanish Challenge. But for a few races that went wrong, the high-spirited Latins were dark horse contenders for the semis - certainly better pre-round bets than the French. In the end, they racked up only four wins in Round III, but two were over America True and Stars & Stripes. In both those bouts, skipper Luis Doreste (who replaced Pedro Campos) and his crew looked very solid and in command.

The race against Stars & Stripes was the Spaniards' swan song. The outcome affected neither boats' standing, but Doreste and his team went out on a high note by beating Conner, in the only race where he was actually on the boat in the last two rounds. We hear that the Spanish

Challenge was the only team to throw a going-away party for themselves, too, and that, in true Spanish style, it was one to remember.

On with the show

Now here's a look at how the rest of the semi-finalists got to where they are, and what conventional wisdom says about their chances to go further.

Prada - This team continues to look impressive, on much the same scale as New Zealand did in the last America's Cup. The Kiwis, you'll recall, were only beaten once in the 1995 Louis Vuitton Cup Series. They went about their business quietly, efficiently, and with deadly purpose. And so does Prada. This best-funded of all challenging teams seems to have left no

stone unturned in design, preparation or crew work - and just as importantly, their boats don't break.



— THE VICTORS AND THE VANQUISHED



The Italians are not unbeaten — Stars & Stripes drew first blood in Round II and both AmericaOne and Nippon beat the newer Luna Rossa in Round III. Some of the yachting press saw these defeats as the first signs of weakness, and the other challengers no doubt hope they're right. With the wildly fluctuating weather conditions of the Hauraki Gulf (which played a role in at least a couple of those defeats), it's hard to draw any hard conclusions. But we'd be really surprised if Prada was not one of the two teams that advance to the final round.

Heartbreak in the afternoon — 'Be Happy's only mast took a tumble on their second race, ending their participation. 'Prada' and 'Le Defi' carry on with their race in the background.



AmericaOne — The other logical choice for finalist is Paul Cayard's St. Francis YC-based syndicate. The 40-year old Cayard has competed in every America's

FF-rolesa.

Homeward bounders' gallery. Top, despite their old boat, 'Young Australia' (background) showed potential, winning many of their starts. Above, the 'Spanish Challenge' had two pretty good boats and a lot of heart. They'll be back in '03. Right, short on money but long on style, Abracadabra ended up a beached whale.

Cup since 1987, he knows better than anyone except Dennis Conner how to play this game, and he is undeniably at the top of that game right now. Cayard's is the only two-boat syndicate that didn't use his newer boat in the third round and he still took fourth. Even from as far away as the Bay Area, one gets the impression that Cayard has paced himself carefully in this series so he doesn't peak too early.

A question mark for this team is its newest steed, *USA 61*. This boat was the last and newest IACC to arrive (on November 9) in Auckland. If it is indeed a "half generation ahead" of its peers as designer Bruce Nelson predicts, a final spot is almost assured. If it's not, Cayard could

have a tough road ahead. With wins so important in the semis, one can only assume that he will use the newer boat, but at this writing,

no official announcement had been made.

America True — has flat out amazed everyone in this series, and we don't think they're done yet. We can't recall a one-boat team in the last 10 years that has the grit, the chemistry (maybe this co-ed stuff does work...), the boat and the potential of Dawn Riley's team, including

Dennis Conner's last two one-boat efforts and Chris Dickson's strong *Tag Heuer* syndicate from 1995. Far from 'also rans,' they came to town, as Riley put it, "Not to bid for a spot in history, but to make history." That they have done, amassing a 21-9 overall record that speaks for itself.

As the fates of Abracadabra, Spain and Young America suggested, and America True seems to have proved so far, two-boat campaigns are not always the best

way to go. Riley has said many times that with America True's budget and resources, concentrating on one boat was the better choice. If anyone was sniggering at that rationale back in September, they're not laughing anymore.



That said, no one-boat campaign has ever made it to the Challenger finals. But if there was ever a solo-boat effort that could rock the boat and go all the way, this is the one.

Nippon Challenge — In a previous life, Peter Gilmour could well have been a

In a previous life,

Peter Gilmour could well

have been a Ninja.

Ninja warrior. Smart, crafty, stealthy and combative, the ex-pat Aussie helmsman and spiritual head of the Japanese team not only

doesn't avoid confrontation on the race course — whenever possible, he creates it. As a result, Nippon is at once the most penalized team of the series, and the one that has caused the most fouls to be called on opponents: 47 protests, 34 disallowed, 7 granted and 6 against. As a result of his aggressive tactics (and some signifi

LOUIS VUITTON CUP, ROUND III

CLASS ACT

As mentioned in the main text, Young America CEO John Marshall was gracious, honest and forthright in his concession speech. Here are a few outtakes.

• "It isn't a single episode," he said when asked where Young America went wrong. "We're not talking about losing one race at a critical point or several races by a consistent pattern. We managed to lose races through breakdowns, through lack of boatspeed, through tactical errors, and probably I could make a longer list.

"This is turning out to be a sailor's regatta, a very tactical regatta. You need a lot of racing experience with your afterguard... Breakdowns are occurring on a lot of these boats and if you can get all of those behind you early and solve those problems and be reliable on the race course, you're way ahead of where we were.

Nippon's ascension has been sort of a three-steps-forward, two-back process. By most accounts, 'Gilly' is at his best

"I think we made one fundamentally bad mistake. That was the decision a little over a year ago to continue design work for a couple of months longer and cancel our plans to sail in Newport in June and July. A longer period sailing the boats would have made a huge difference.

"Once we were behind the curve and started to have problems here, every day we lost was a day we couldn't afford to lose. We just got ourselves to a point where we were terribly vulnerable."

"Prada and America True are examples of teams that got on the water early and started learning lessons. Their sailors and sail programs improved. We have to compliment the teams that have done well."

• "You can't criticize someone for taking advantage of the rules as they are written," said Marshall in response to a question about *'True's* announcement. "Certainly in the case of *America True*, had I been in their place. I wouldn't have put my boat out on the water today and put it at risk of breaking."

• "I'm really proud to have been here in New Zealand and participate and push the other competitors as hard as possible" he said when asked why he competes. "You don't decide to climb mountains and then climb the easy ones. You find the ones that will push you as hard as you can be pushed. And you come down off the mountain quite a few times without getting to the top. (The America's Cup) is the pinnacle of our sport. The value of our participation is testing ourselves against the greatest people in our sport. There isn't a cockpit here that doesn't have an Olympic medalist in it. Every one of these teams is world class. This is the right place to compete. This is the right event. I just wish the hell we'd done better."

pears up to the challenge as well. The Japanese are a definite threat.

Team Dennis Conner — Despite the

when he's down and coming from behind, so the semis should suit him. Speed-wise, *Idaten*, the syndicate's newer boat, ap-

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— THE VICTORS AND THE VANQUISHED

fact that he may be knighted, if not sainted in New Zealand by the time this Cup is over, Dennis Conner seems to have burned out on the actual sailing part of the America's Cup. This is not to say the big man is not still one of the greatest sailors who ever lived - he's won the America's Cup three times (four if you count the catamaran-Big Boat thing in '88). But his heart just doesn't seem to be in Cup racing anymore. While his boat and team aquitted themselves admirably on the race course, Conner, now 57, spent his time ashore, fundraising, shmoozing and generally endearing himself to most of the Kiwi populace — quite a turnaround from the 'Dirty Dennis' caricature of Fremantle 87. The only race he sailed on the boat in the last 20 was the last one of Round III, when Stars & Stripes gave the Spanish team the nice parting gift of losing.

Some great sailors are aboard Stars & Stripes, make no mistake. You don't get any better than Tom Whidden, Conner's lifelong friend and longtime sailing lieutenant. You also don't get much better than the rest of the afterguard: Peter Isler, Peter Holmberg or helmsman Ken Read.

And a good chunk of the rest of the team are Conner veterans from past America's Cups who certainly know their way around a Cup

Despite the depth of talent, this latest Stars & Stripes does not appear to be the fastest horse on the racetrack, and most wags see them playing at best a spoiler role in the semis. We can hardly believe we're even thinking this next part, but it almost seems as though their best chance to make the finals would be if DC stays

Le Defi — If they've gotten over their hangovers by January 2, the French team will provide a modicum of entertainment at the semi-finals. But let's not beat around the bush: their presence there is not entirely of their own doing. Although the French boat seems competitive speedwise, and Bertrand Pacé has not finished in the top three of World Match Racing

> competition for four years running for nothing, it is pretty far fetched to think could go any farther in this series.

> > other In

words, exactly what everyone thought at the end of Round II.

Conventional Wisdom

So how do they stack up? Well, when the smoke clears in mid-January, the only two syndicates left standing should be Prada and AmericaOne. They both have the strength and depth to do it. Making the choice less than clear cut are several factors that any sane betting person would have to address before laying down

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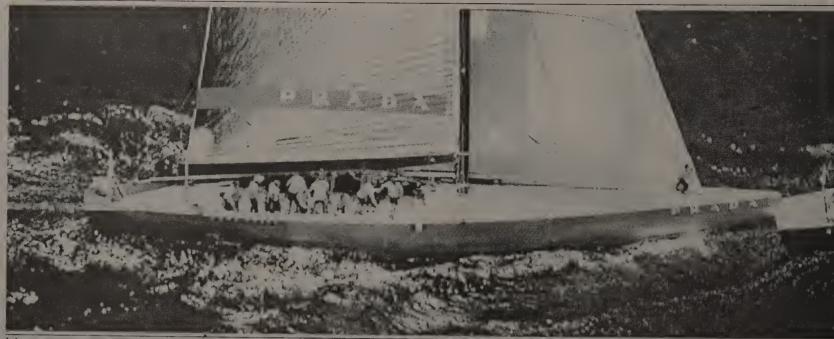






Nelson/Marek Yacht Design

LOUIS VUITTON CUP, ROUND III



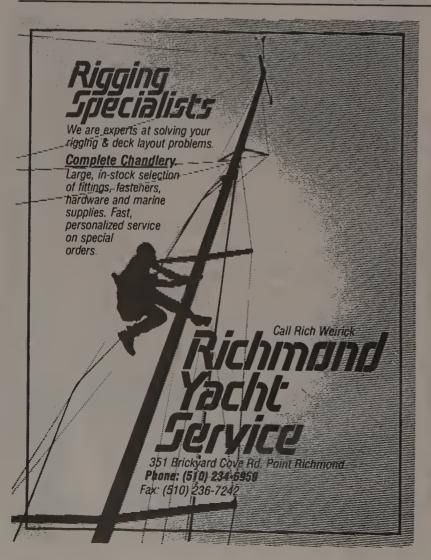
his money:

• Boatspeed — Unlike in years past, there do not seem to be any slow boats in the semi-finals. That puts a premium on crew work, tactics, avoiding breakdowns — and starts. At this level of competition, about 80% of the time, the boat that wins the start wins the race.

• Weather — If the semi-finals turns out to be a windy series, conventional wisdom likes Prada, Nippon, America True and Stars & Stripes. If it's light, Prada, AmericaOne and the French might have the edge. The problem is, no one knows from day to day what the hell the Hauraki Gulf is going to do. The hoped-for shift to

'Prada' bumps 'AmericaOne' in pre-start mane vering. The foul took a chunk out of the silve boat's bow and cost the Italians the race.

milder, more predictable summer cond tions expected at the actual America's Cu races in February (10-14 knots) has no yet occurred. In Rounds I, II and III, th weather could blow a gale one day, noth





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— THE VICTORS AND THE VANQUISHED



ing the next, and on the day after that, change 180° in the middle of a race. The capricious wind has caused many an upset already and is sure to cause a few more.

• *Politics* — Anyone who has followed any America's Cup knows that not all outcomes are decided on the water. Wit-

ness 1992, when Cayard (then sailing for Italy) protested the bowsprit on the series-leading New Zealand boat. His victory in the protest room imploded the Kiwi machine at a critical hour, giving Cayard the Louis Vuitton win. On-the-water judging was implemented to curtail most infractions as they occur, but we doubt if

you've heard the last of the shoreside wrangling.

Grab the beer and pull up a chair

The semi-final round starts on January 2 and, barring delays, should be over by the 11th. All boats start with a clean slate—no points. Each boat will race each other boat twice, with wins worth one point. The two top-scoring boats advance to the final round, which starts January 25. And the winner of that matchup gets to race *Team New Zealand* for the America's Cup in a best of nine series starting February 19.

As with Round III, there will doubtless be one or two boats in the semis that are mathematically eliminated before the racing is over. On the top end, we think it's too close to call and that the two finalists won't be decided until the last race.

The only thing certain is that, from here on out, everyone is going for broke. No sandbagging, no quarter and no prisoners. We can't wait to see how it turns out.

— latitude/jr



2,976

Pages of Latitude 38 in 1999. How many did you miss?



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1999 — THE YEAR



The 'Adix' crew shows off their personal floatation devices



Rompin' and stompin' at the BYC/MYCO Midwinters.



Diehard El Toro racers brave mid-winter weather.

As the band Chicago used to sing, "Time passes much too quickly, when we're together laughing..." Whether racing, cruising or 'just messing about in boats', we and our readers certainly had a lot of laughs out on the water this year, and as always, the months zipped by in a fast-motion blur. Of course, the final year of the millennium also saw its fair share of trouble and tragedy within the sailing community. In this capsule review, we'll recap both the highs and lows of a year many of us will long remember.

January's biggest story was one of disaster in the South Pacific, as we pieced together the details of a horrendous November storm that rocked the cruising community, when four of their own were lost. We also aired the full story of Terremoto's roll-over and dismasting the previous summer, when a delivery



A jubilant Giovanni Soldini celebrates his line honors in Auckland at the end of Around Alone's Leg Two.

ALL PHOTOS LATITUDE ARCHIVES EXCEPT AS NOTED



crew met violent storm conditions while bringing the Riptide 35 back from the TransPac. On a more positive note, we scooped the world yachting press with our story on the launch of Steve Fossett's 105-ft cat *Playstation*, which was designed to smash existing ocean records.

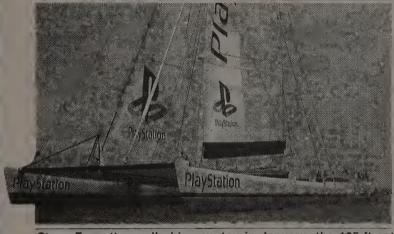
In February we peered into the lonesome world of singlehanded occan sailors as we recounted the voyages of the 13 remaining competitors on Leg Two of Around Alone (formerly the BOC Challenge.) Italian Giovanni Soldini drew great praise when he was first to finish in Auckland. Little did he know, though, he'd become famous throughout the world a few weeks later for the heroic rescue of competitor, Isabelle Autissier. The horror of the disastrous Sydney-Hobart Race was retold in these pages, the second worst yachting disaster of modern times. The speed of Larry Ellison's Farr 80 Sayonara kept her ahead of the

IN REVIEW



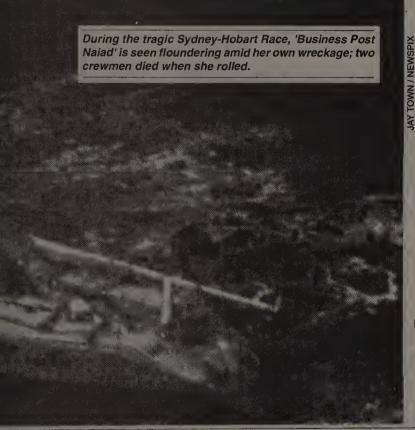


Max Ebb scrutlnizes a new retrieval method.



Steve Fossett unveils his new toy in January, the 105-ft cat 'Playstation' — look out world record holders.

'Magnitude' smokes across Banderas Bay at MEXORC.



worst of it: she took line honors, but to little fanfare. Down in the Caribbean, we took a joyride on the spectacular, 212-ft Adix, which was refit in '98 at Stone Boatyard. Our local racing coverage focused on 129 boatloads of dichards who turned out for the BYC/MYC midwinters, while in World of Chartering we profiled two radically different charter options: Henderson 30 sportboats and W-Class match racers.

In March we toasted Paul Cayard's crowning as Rolex Yachtsman of the year: Mayor Brown shared our praise February 8, proclaiming it "Paul Cayard day" in The City. The Pineapple Cup took us from Miami to Jamaica's Montego Bay, while back home, we profiled a host of Bay Area Olympic challengers in the aftermath of the recent South Pacific storm disasters, cruising gurus John Neal and Amanda Swan gave us tips on storm tactics, while our south-of-the-border coverage included

Jim Elfers' secrets for successful Baja Bashing, as well as our feature on La Paz' well-loved marina managers Mac and Mary Shrover and their longtime influence on the cruising movement.

In our April issue we reported the San Francisco departure of genfle singlehander Ken-ichi Horie, aboard the weirdest boat any of us have ever seén, the Malts' Mermaid II, whose hull is constructed of beer kegs. We reported on the refit of the S&S classic Santana, as new owners Paul and Crissy Kaplan prepared for her reemergence on the Bay. Our feature Sailing the Bay 101 prepared neophyte sailors for the upcoming season, while our Pacific Puddle Jump send-off story profiled a happy troupe of sailors who were about to further their cruising dreams—destination: Marquesas. Our racing coverage described the 'March madness' of the Big Daddy Regatta, as well as the bluewater Puerto Vallarta Race and MEXORC which followed.

1999 — THE YEAR



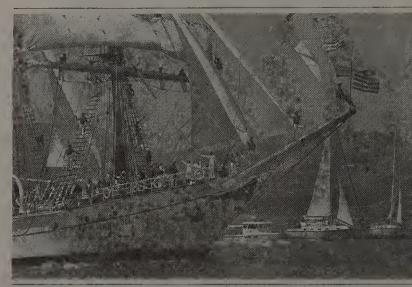
Ray Jason the Sea Gypsy works another crowd.



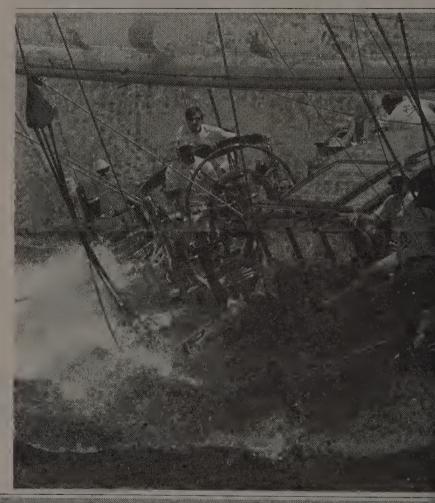
'Wander Bird' lucked out when vandals set her adrift.

We brought you both good new and bad in the month of May. The ever-challenging Double-Handed Farallones Race took a heavy toll this year, claiming the life of longtime Bay sailor Harvey Shlasky, as well as destroying the Corsair F-31 Boogieman. We celebrated the spirit of 67-year-old 'Joliga John' Slovoda — who became famous in the cruising community when he fell off his boat in the nude and was rescued by a cruise ship — and shared cruising tips with veteran cruisers, Dave and Amy Sherman. Our Antigua correspondent detailed the glory and majesty of that island's incredible Classic Regatta where vintage yachts do battle. Here on the Bay, the 18th annual J/Fest brought 46 J/Boats out to the Cityfront combat zone, while World of Chartering introduced us to the movers and shakers of the industry.

June brought us coverage of the raucous, four-race Stone Cup which saw brilliant weather and a variety of wind condi-



'Dawaruci' was a crowd-pleaser when the tall ships came to town.



tions, peaking around 30 knots. Meanwhile, down in Santa Cruz, we looked in on Tim and Jack O'Neill, who have turned their philanthropic tendencies toward their Sea Odyssey program for local kids, introducing them to both sailing and marine biology. Our annual spring tour of boatyards found a hardy contingent of do-it-yourselfers creating all types of chaos — and having a grand time in the process. While our reporters teased you with the wonders of Antigua Sailing Week and the allure of Venezuclan cruising, they also gave you the nuts-and-bolts lowdown on the Rules and Regs of Chartering Your Boat. Ray Jason's Sea Gypsy Vigneties reappeared in June; this time explaining the benefits of juggling bowling balls in foreign port o' call. Local racing was highlighted by the ever-popular Vallejo Race that was characterized this year by "a quick ride up and a complicated beat back down."

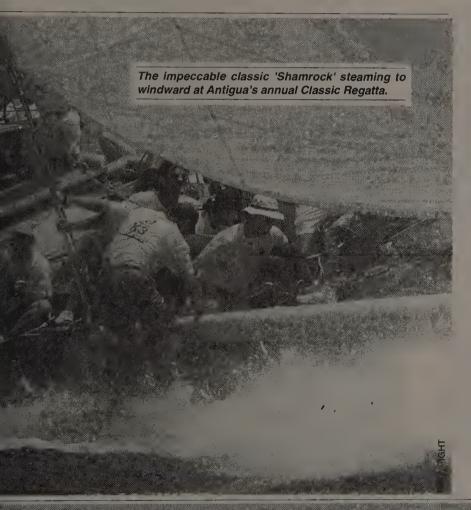
IN REVIEW



Pat and Roy Disney aced the T-Pac with 'Pyewacket'.



Turbosleding at 20 knots aboard 'Zephyrus' IV.





Susan of 'Daydream' swims with a floating boulder in the Sea of Cortez.



'Joliga' John flexes his muscles in P.V.

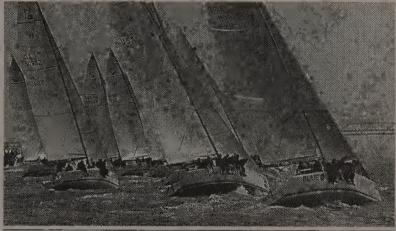
In July, longtime Bay Area sailing aficionados where shocked to learn of the grounding of the 116-year-old schooner Wander Bird less than a year after she'd been sold and spirited away to the Northwest. She was cut loose intentionally, but left unharmed. The big story in the realm of Bay racing was the annual Master Mariners' Regatta. As much a parade of classic beauties as it is a an actual contest, many of these time-honored craft struggled under abnormally light winds. At the other end of the sailing spectrum, we rode along on the R/P 75 Zephyrus IV, which hit 23 knots on the blast to Monterey, inspiring us to coin the phrase "full pucker sailing." Among other topics, our globe-trotting writers and correspondents brought you reports on such disparate topics as the wild and wacky Sea of Cortez Race Week, and the little-known Havana Cup, as well as a cruising couple's comparison of Mexico and the Caribbean.

TransPac coverage dominated our August issue. Although the number of entries has diminished, the event gave us plenty to write about, including the fact that Roy Disney's Pyewacket smashed the existing record, Magnitude set a new 24-hour record and, sadly, Double Bullet II capsized. Back on the home front, the arrival of a spectacular fleet of tall ships — some over 300 feet long — brought out thousands of well-wishers, who toured them throughout the Fourth of July weekend. Bay waters were also graced by the debut of Jim Clark's immaculate 155-ft Hyperion, while the S&S classic Santana reemerged from her refit. Southern Californian Brad Van Liew, the only American to complete Around Alone, gave us an insider's view of that phenomenally challenging contest. And our intrepid reporters brought you tales on such disparate events as the BVI's HIHO, the Coastal Cup, and the rebuilding of the 1885 sloop Freda.

1999 — THE YEAR



The pause that refreshes — authentic 'beer can' racing.



Clear air was hard to find at the Farr 40 Worlds.

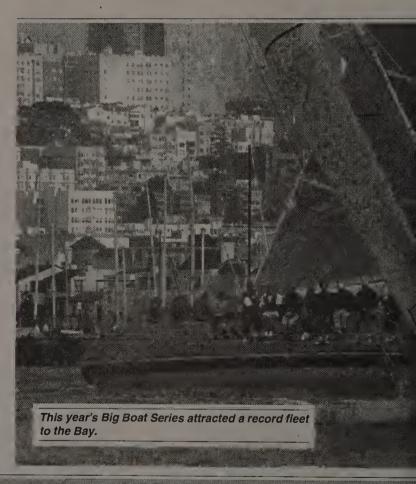


'Young America' breaks in half during a mark rounding.

The pages of Latitude were ablaze with racing action in September as we covered two championships at opposite ends of the spectrum: the J/105 and El Toro North Americans. While the J/105 fleet is growing like wildfire. El Toros remain one of the most enduring designs in the history of our sport. Longtime cruiser Richard Steinke regaled us with tales of cruising in exotic lands aboard his longtime wooden mistress Isobar, while our writers relayed the remarkable tale of European sailors Kurt Schmidt and Helena Serrano, who lost use of their rudder in mid-Pacific and made landfall in San Francisco steering with buckets. As entries poured in for the annual Baja Ha-Ha, we introduced you to many of them in the first of a three-part series, but our pages also relayed the hard lessons learned by cruiser Pierre Lorillard. To round out the issue, we shared a report on the yachting centers of Europe.



The Baja Ha-Ha 'Rockettes' had the spirit in San Diego.



As with every October issue, the big story was the St. Francis YC Perpetual Regatta — the Big Boat Series. This year's event drew a record field of 95 boats with more competitors than ever competing in one-design classes. Although the sum was largely a no-show, moderate winds were steady and seas were flat, which inspired some stellar performances. To some, though, the Farr 40 Worlds were even more exciting — the headliner was John Kilroy's Samba Pa Ti, which tasted three flavors of victory in the NOOD, the Farr Worlds and the BBS. On the cruising front, we brought you one woman's tale of being forced to singlehand when her mate was injured, in addition to an insightful feature on cruising the Coconut Milk Run (from Mexico to New Zealand). In October's Sightings we caught up with 75-year-old David Clark whose goal is to be the oldest solo circumnavigator. As on past cruises, he'll entertain himself with his clarinet en route.

IN REVIEW



Life was good when the fleet got to Cabo.



November brought the announcement of Mark Rudiger's intent to put together a Volvo Round the World campaign, after he successfully navigated EF Language to an overall win in the '97-98 contest with Paul Cayard at the helm. In local racing the 21st annual Masters Regatta — raced this year on J/105s — was the big event, testing the prowess of skippers over 55 and crews over 45. On the world stage, however, the buzz was all about the A-Cup, which kieked off Round One of the Louis Vuitton series with both Bay Area campaigns — Paul Cayard's AmericaOne and Dawn Riley's AmericaTrue — placing in the upper echelons. As the cruising season kicked into high gear, we brought you tales of Major Repairs in Mexico and our suggested itineraries for Mexican cruising routes. Meanwhile, back here in the boatyards, we checked in with do-it-yourself shipwrights who seemed to be having a ball.



Longtime cruiser Richard Steinke is still adventuring aboard 'Isobar'.



'Prada' proved to be the boat to beat during the Louis Vuitton Cup.

Our final issue of the millennium — yikes, that's a scary thought — showcased two boats with radically different origins: the Antrim-designed Open Class 50 Convergence, built for the upcoming Vendee Globe and Around Alone races, and the classic, mahogarry-planked M-Boat Pursuit, whose owner, Ron MacAnnan, is working tirelessly to get her back sailing after a three-decade hiatus. Our recap of the Louis Vuitton Cup's Round Two showed the dark horse AmericaTrue striding ahead of the (West Coast) favorite. AmericaOne. Team Dennis Connor also outwitted the oddsmakers holding its own in third position. The biggest chunk of real estate in our December issue, however, was dedicated to a wrap-up of this year's Baja Ha-Ha cruisers rally in which 126 boats — carrying 447 participants — froliced down the Baja coast to fulfill their cruising dreams.

All told, it was a year to remember. So long, '99.

BANDERAS BAY

Released from his role as Grand Poobah for another year, the Wanderer and Doña de Mallorca flew down to Puerto Vallarta in early December for a week of



Karl and Linda Raggio. Formerly of Salinas, they worked at Marina Vallarta for 11 years knocking themselves out for American mariners.

pure relaxation. It didn't start out in a very soothing manner, however, as de Mallorca lost the Wanderer's passport! So instead of boarding an Alaska Airlines flight at 9:00 a.m. in San Francisco, the Wanderer found himself standing in a line at the Alameda County Clerk's Office bugging bureaucrats for a birth certificate. Fortunately, Alaska also had a noon flight to mañanland. But from then on the week

was truly muy tranquillo, as they say south of the border, with plenty of warm sunshine and blue skies, gentle sailing breezes most afternoons and even some good waves for what the Mexicans call 'sarfing'.

As was the case last winter, Latitude's catamaran Profligate is wintering at Paradise Village Resort and Marina — about four miles north of

the airport and Marina Vallarta. Paradise Marina looked better than ever, with almost triple the number of berths over the previous year and the entrance channel still plenty deep. Lots of marina tenants were veterans of previous Ha-Ha's, and it was great to see old friends. By the way, if Profligate's delivery crew wasn't as friendly as they could have been, we sincerely apologize.

One of the boats in the marina was Tony Clarke's Sausalito-based Ocean 71 Second Life. Having done more than 250 days of charters on the often chilly San Francisco Bay last year, it was great to see him escape the cold winter for the more salubrious climes of mainland Mexico. Tanned Tony had a big awning over his boat, a big smile on his face, and looked more relaxed than he has in a long time. Good on ya, Tony!

For folks lucky enough to spend a season in Mexico, it's almost impossible not to get in lots of sailing. For sailors such as ourselves who maybe get to fly down to our boats three times in a season, no sailing opportunity should be passed up. So we started getting in our sailing kicks early on Tuesday, when we enjoyed a pleasant light air sail. Later we went into Marina Vallarta to take on fuel at the Opequimar Marine Center and drop our delivery captain off at the airport.

When we went inside the office to pay our fuel bill, our long-time friend Flor was at the register once again, looking every bit her namesake. A new mother, she

> proudly showed us a photo of her two-monthold daughter, who looks like a real sweetheart. But here's something that didn't seem so sweet: "We'd been billed 354 pesos — about \$40 — for the use of the muelle while taking on 112 gallons of diesel. What's that about? Before we got our knickers in too much of a twist, we discovered that the price of their fuel plus



the fuel dock charge was less than just the price of fuel at other places in Mexico. So we ordered a cold cerveza and a delicious taco from the boatyard's little food stand while we savored the view of the waterfront — and checked out all the boats in the yard. Man were there a lot of boats hauled out and work being done!

Before we went sailing again on Wednesday, we received two pieces of bad news. The first was trivial: Paradise Marina tenants no longer get unlimited free towels on the beach. In a more serious vein, we learned that Karl Raggio — the Salinas native who had been the muchloved Harbormaster at Marina Vallarta for 11 years — had not had his contract renewed. We couldn't believe it! When Dick Markie, Paradise Village Marina Harbormaster, informed us that he would be holding a Karl Raggio tribute on Saturday, we assured him we'd be there.

For our Wednesday sail, we decided to work the north shore of 12 by 15-mile Banderas Bay on our way to Isla Tres Marietas, a group of islands at the head of the bay. The north shore of Banderas Bay is less populated, and has sandier beaches and clearer water than most of



REPORT



Two shots of Paradise Village Resort and Marina. The marina has grown dramatically in the last 12 months — and continues to grow.

the rest of the bay. It's a great place to get away without even leaving the bay.

As is usually the case, there were mostly light winds in the morning. Fortunately, we found an area of about 10 knots of wind over by La Cruz, and while close reaching with the screacher managed to get the cat sailing close to the true windspeed in very flat water. No matter what anybody might tell you, boat speed is addictive.

In an exception to the norm, shortly after noon the wind went light and shifty—and our boatspeed suffered accordingly. As if we cared. After a summer of screaming around chilly San Francisco Bay, it was a treat to switch on the autopilot, bask in the warmth of the tropical sun on the bow, and watch the dolphins play and the mantas flip. Banderas Bay is alive with sea life.

We reached the Tres Marietas Islands too late in the day for much exploring. The short time we did spend on the bluff of the middle island wasn't very productive, as we were thwarted by a rocky surface obscured by tall and stiff grass. If you ever visit, wear long pants and shoes!

You also have to be careful when sailing in the vicinity of these islands, as there's lots of foul ground. Last summer the owner of a lovely Farr 46 lost his beloved boat after he hit some submerged rocks quite a distance from the obvious hazards.

While the Tres Marietas aren't the most spectacular islands above water, they are renowned for great diving — and visitors are often able to swim with rays, whales and dolphins. Out of time and out of light, we vowed to return another time. Since the islands are only 12 miles from Puerto Vallarta, there would be plenty of opportunities.

With the sun low in the horizon, de Mallorca, our guest Bob the architect, and the Wanderer decided that with the invit-

ing Punta Mita anchorage just four miles away it didn't make any sense to return to the marina. After finding a place to drop the hook in the dark — there's so much room in moderately shallow water that it's not hard — we kicked back and popped the cork on a bottle of wine.

The grape loosened Bob's tongue, and he began

to regale us with tales of his free-wheeling youth. When he was 18, for instance, he and his girlfriend rode their bikes from Tijuana to Cabo on the then new Transpeninsular Highway — and nearly died of thirst, hunger and flat tires. Then there was the time he and his girlfriend spent the night in a Z-town jail over a rental dispute. And best of all, the time he hitched to Colorado because he simply couldn't wait for a make-your-owndown-jacket company to send him the instructions. Right after he picked up the plans, they were stolen by a thief who took off to L.A. But Bob tracked him down and eventually was able to make his own down jacket — something he recommends that nobody else bother with.

istening to all these adventure stories gave us an appetite, so we took the dinghy to shore, suffering only one headon with a submerged rock in the process. As it was then after 9:00 p.m., the palapa restaurants on the beach were closed. So we walked to the deserted main street, waved to the sleepy soldiers with the automatic weapons, then hiked up the hill to the little town on the bluff. If you want a break from the tourist atmosphere of Puerto Vallarta, humble Punta Mita is the antidote. It's real Mexico. We dined on 20cent tacos and rice milk from a cracked five-gallon plastic jug on a woman's front porch. It wasn't gourmet, but it was fun - and it was also the center of all activity in the village.

Thursday morning dawned sunny and bright — except for when a fisherman stopped nearby to clean out his *panga*. Without a moment's hesitation, he tossed several plastic bottles and plastic wrappers into the blue water, then roared off into the harbor. It was an unpleasant sight.

But when we looked out toward the point, we noticed something that looked

Thanks to last year's extensive dredging, the channel leading into Paradise Village Marina and Nuevo Vallarta Marina remains deep.



BANDERAS BAY

suspiciously like decent surf. We hopped in the dinghy to check it out, as we'd never surfed the spot and nobody èlse was out. It became clear that there were some decent rights peeling off the point. Thanks to the unusually clear water — for mainland Mexico, anyway — we could see the bottom was irregularly littered with jagged rocks. With the Wanderer's recent surf sessions too few and far between, it would be a risky go-out. On the other hand, the empty waves were irresistible.

Fortunately, the last thing the Wanderer had done before leaving San Diego on the Ha-Ha was dash up to the Hobie shop in Dana Point and buy a Surf-Tech surfboard. These new-fangled boards are made out of divinylcell and epoxy — just like Profligate — and covered with a wood veneer. Surf-Tech only makes about five models, one of them shaped by Mickey Muñoz, long time surfer, catamaran sailor, and member of Dennis Conner's victorious 1988 America's Cup team. Old surfs will remember Muñoz as diminutive, which makes it hard to figure out what he was thinking when he shaped an 11-foot 'Ultra Glide'. Perhaps he intended it to be the Harley of surfboards. In a fit of whimsy, we bought one anyway.

Surfing the 'Ultra Glide' was a little like surfing an aircraft carrier. It made it easy to catch waves, and if you were careful to step way back to avoid catching a rail, it was just fine for geezer bottom turns and cutbacks. Given the length of the board and the nice walls on the inside of the surprisingly long Punta Mita waves, it was even possible to dawdle around near the nose. Cowabunga! If you promise not to tell anyone, we'll share a disgusting secret. Near the end of the session, when we were rubber-armed, we started accepting tows from our dinghy from the inside back to the take-off spot. The shame! As for the water temperature, after three hours without a wetsuit, the Wanderer didn't even feel a chill.

While looking ashore between sets, we could see the golf course for the ritzy new Four Seasons Resort on the point. According to the Wall Street Journal, many high-rollers from the Northeast have tired of the staggering prices and indifferent food and service offered at many high-end resorts in the Caribbean. As such, they have turned in droves to resorts in Mexico such as Las Ventanas al Paraiso and La Palmilla on the Cape, the La Casa Que Canta in Z-town, the Hotelito Desconocido in Cruz de Loreto somewhere along the Gold Coast, and the Four Seasons at Punta Mita. With rooms at the latter go-



ing for as much as \$2,200 a night — they charge \$150 for a round-trip taxi ride to the airport! — and New Yorkers terrified of real Mexicans, visitors aren't allowed inside the 1,200-acre compound.

Not that we gave a hoot about getting into the Four Seasons — not with a number of traditional waterfront *palapas* along the Punta Mita shore. There was a surprisingly large group of tourists at this most distant Banderas Bay outpost — and quite a few of the women were topless. Apparently, the locals haven't learned how to say, "Topless bathing is not allowed on beaches in Mexico" in German. In any event, everybody was having fun, no matter if they were eating, sipping beers, sunning, or playing football in the surf. There were even a couple of guys surfing fast little ankle-slappers in front of the

It may look like just a chunk of jungle now, but within months they expect to have a ramp and begin hauling hundreds of boats a year.



Dick Markie points to a field that is expected to be at least partially filled by boats this summer. On the hard storage is in short supply in Mexico.

palapas. Who knows, with a good swell it might get fun.

We took a real liking to Punta Mita, and expect to return soon. It's peaceful and quiet, the beaches are great, the locals are easy-going — and there's surf. Dick Markie tells us the only drawback is that the Punta Mita anchorage can sometimes be rolly. We hadn't noticed because it was flat the night we stayed, and we were on a cat. Markie says that La Cruz, several miles to the east, is the most popular cruiser anchorage in the bay because it normally has the flattest water.

With the afternoon shadows getting longer, we had a great time motoring about a quarter mile off the north shore, checking out the beaches and buildings through the binoculars. Many looked promising. We even noted one spot where five guys were out surfing. Because the water is only about 20 feet deep for quite a distance offshore, on a calm night — which is most of them — you could drop the hook anywhere and stay for as long as you wanted.

We passed abeam of La Cruz just as the sun was going down and a little breeze was coming up. So we set the screacher and had a delightful close reach back to Paradise Marina. True, at times our boatspeed dropped to three or four knots, but the night air was so warm we didn't need more than swimming suits, so who cared? Besides, there was decadence

REPORT



awaiting us. As soon as we secured the docklines back at the slip, we dashed over to the hot-tub — where the resort staff happily delivered piña coladas — to soothe our surfed out muscles. After a hot shower in the cruiser's lounge, we joined friends on another boat for dinner. It had been one of life's nicer days.

Ave we mentioned that the beach at Paradise Village is perfect for jogging, and that it continues without obstruction for something like seven miles? After our morning jog on Friday we — what else? — went sailing again. People frequently ask us how we like our catamaran. Having ironed out a major steering problem and having gotten to know her much better, we like her very much, thank you.

One of the reasons we like her is because she really excels upwind and on close reaches in relatively light air — such as is often found on Banderas Bay. So once outside the harbor, we set the main and screacher, and in no more than 10 knots of wind were cruising along at a rock steady 9.9 knots. We never were able to break the 10-knot barrier, but then we were towing a heavy RIB dinghy with outboard. Had we been sailing on any other point of sail, of course, the cat wouldn't have generated anywhere near as much apparent wind and we'd have been going much slower. But it was sweet sailing. Very sweet sailing.

There are all kinds of boats — from pirate ships to motor cats — that ply the

waters of Banderas Bay in search of the tourist dollar. Indeed, we're told a Russian hydrofoil is on it's way, a really disturbing idea. Anyway, one of the vessels that ended up by us near La Cruz was a big tourist catamaran from Marina Vallarta. We gave her a good head start because of her abbreviated rig, then gave chase. With the breeze having filled in a little, we were gliding along at 10s and 11s, with the screacher sheeted in as tight as we could get her. After a pleasurable pursuit, we finally overtook the other cat right off the Paradise Village resort. The day could have been entered in the dictionary as the definition for 'pleasure sailing'. Needless to say it had been hot, the seas flat, and the skies blue. Once again we followed it up with a round of piña coladas in the hot tub, a shower in the hospitality lounge, and a great dinner.

We'd hoped to sail again on Saturday before our 3:30 p.m. flight home, but we weren't about to miss the Karl Raggio tribute at noon. Unfortunately, it was a little early in the cruising season, so many of Karl and his wife Linda's long time boating friends weren't on hand to give him the recognition he so richly deserves. But Dick Markie and others made the effort, and a lot of first-time cruisers who didn't really know Karl were kind enough to show up to lend moral support.

No matter if he was talking to friends or speaking to the crowd from the stage, Raggio — who had been let go with two hours notice on his 61st birthday — refused to say anything bad about his former employers. But he was clearly hurt. And clearly moved by the support of all those in attendance. When Karl temporarily became overcome by the show of

Robert Sutherland of 'Echo' went out to help the crulsers on 'Departure' for a few minutes — and didn't get back for nearly 24 hours.





Roger Stearn and his wife Pat can tell you that a fire at sea is no laughing matter. Fortunately, there were other mariners around to help.

support to speak any further, his wife Linda — looking sensational after winning her battle with cancer — took the mike. "Karl was always having to excuse himself to, as he put it, check on his 'children'," she told the crowd. "That's how he always thought of all of you, as his children."

It's a lot harder being a harbormaster than most people think — particularly in Mexico, where there are so many transient boats and such differences in culture. Speaking on behalf of all the mariners you helped over the years, thanks Karl! And Linda, too. The Raggios told us they have no plans on leaving Puerto Vallarta, as it's their home and where all their friends are. It would come as no surprise to us if some other maritime interest in the P.V. area didn't hire Karl before long.

While at the tribute, we had a chance to hear a sizzling story from Roger Stearn of the Alameda-based Victory of Wight. He and his wife Pat had left Punta Mita on November 23 for Ipala. While sailing, they had the engine on to charge the batteries. Stearn smelled smoke - and soon discovered an electrical fire between the engine room and lazarette. Roger emptied a one kilo extinguisher at the blaze, but later complained that it was like "a fart in a windstorm". And their three 2.5 kilo extinguishers weren't much better. Fortunately, Bob and Judy aboard the Catalina 42 Too Sassy were nearby. They passed over their extinguishers as well as coordinated a rescue effort that included the skipper of the luxury motor yacht LT-Sea, Roger of Ariadne, and Harbormaster Dick Markie.

The skipper of *LT-Sea* roared up with three more large extinguishers and pretty much put the fire out. "It was just in time," remembered Roger, "as the combination

BANDERAS BAY

of smoke from the fire and chemicals from the extinguishers had pretty much used me up. If we'd had been by ourselves, we'd have had no choice but to get into the dinghy." Roger of *Ariadne* soon came aboard to help put the fire completely out. They were joined a short time later by Dick Markie in a para-sail boat, who'd rushed 12 miles out from Paradise Marina to assist. He towed *Victory* all the way back to a slip, where Stearn is now rewiring the boat.

Robert Sutherland of the Wylie 34 Echo also got a chance to play hero in a little adventure. On the afternoon of November 29, he was having a beer with Renny aboard the Swan 65 Cassiopeia when Virgil and Chris on the Coronado 41 Departure reported they were out of fuel and out of wind near Punta Mita. Robert called Shari on Mystic, who speaks good Spanish, to hire some panga guys to take five gallons of fuel out to Departure. When the panga guys got the fuel, Robert decided he'd go with them — which turned out to be fortuitous.

Arriving at *Departure* 6:00 p.m., Robert decided to stay with the sailors to help prime the diesel. But as they tried, they

discovered a fuel leak — which accounted for the boat having run out of fuel. They had no choice but to sail in. Unfortunately, there wasn't much wind and the boat didn't have much in light air sails.

Having the most light air experience, Robert sailed all night trying to make progress in zero to five knots of wind. At times they were swept backward by the current — once so dangerously close to shore that they had to get the anchor ready. Finally, however, they were able to drop the hook at Punta Mita safely at 6:30 a.m., having averaged about 1/12th of a knot for 12 hours. After an hour's sleep, they raised anchor and sailed toward La Cruz in a nice breeze that had come up. It was great sailing until the wind died. Fortunately, the wind filled in later in the afternoon, at which point they enjoyed "a great spinnaker reach" to La Cruz. By 6:00 p.m. — 24 hours later — Robert was back on his boat. There are few boring days on Banderas Bay in the winter.

Dick Markie gave us a ride to the airport because he had a couple of things

he wanted us to see. The first looked like a jungle lot and the second like an open field. Markie assured us that the former is about to become the site of a ramp where a hydraulic trailer will lift boats up to 50 feet out of the water and take them to the latter, a boat and trailer storage lot that will have a capacity of several hundred. Markie says that both — along with a new road to Paradise Village — are scheduled to be in operation by May. They're also working on a fuel dock, a golf course, a retirement home, waterfront condos, and more slips. Paradise Village is a very nice work in progress.

In the old days, we used to check out La Cruz for a day or two, anchor in the Puerto Vallarta harbor for a couple of more days, make a call at Yelapa, and then head on down the coast. Now that we've taken more time to explore the bay, we're having more fun there than ever — and we're realizing how much we've missed in the past. No matter if the surf is up or not, Banderas Bay is a fair weather sailor's paradise.

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Ge rge Day Publisher, Blue Water Sailing

"I was trying to work my way over a big wave, (about 80 feet) and being almost vertical near the top it nearly stalled the boat. With 10 feet of breaking water coming at us, I pulled away (to leeward) to gain speed quickly so I could then round up and drive through the breaking water over the top. If you see some of those surfing videos where the board is riding along the wave, weaving up and down and finally flipping over the crest, that's what it was like, with the differences being that we took the wave on from the bottom rather than the top."

Most experts would tell you that the conditions described above could not be survived by a light displacement 31-footer. Yet the crew of Bin Rouge made it through the '98 Sydney Hobart race unscathed. The lessons they learned apply to all sailors, and arc covered in exhaustive detail in Steve and Linda's seventh book, Surviving the Storm - Coastal & Offshore

For more than two decades the Dashews have studied heavy weather and how best to deal with it. They've interviewed sailors from around the world whose experiences, in addition to their own 200,000 plus miles at sea, form the basis of the most detailed manual on heavy weather sailing ever published.

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Surviving the Storm - Coastal & Offshore Tactics is filled with the most spectacular collection of heavy weather photographs ever assembled, 560 photos and illustrations will help you to understand the right and wrong way to deal with breaking seas, heaving to. working your way to windward, running before the storm and the use of drogues or para anchors.

The emphasis throughout this book is on survival weather because if you are prepared for the worst, normal gales and storms are no longer something to be feared - they become a chance to experiment, to test what works best on your boat.

Surviving the Storm will change your definition of heavy weather. All of your cruising, even the majority which takes place in pleasant weather, will benefit. Passages will be faster and more relaxed. You and your crew will feel more comfortable with the elements. To a substantial degree, those nagging "what if?" doubts will be erased.

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When running off there is always one jibe which is safer than the other. Surviving the Storm will teach you how to choose the correct course.

RYC SMALL BOAT MIDWINTERS





Clockwise from left: 49er skipper Chad Freitas relaxes before the start; this young 29er crew was still on the steep part of the learning curve; the unknown Sunfisher; the large El Toro contingent.





Richmond YC's Small Boat Midwinters really packed 'em in on Sunday, December 5, with almost 170 dinghies in attendance. "No one really keeps track of it, but we suspect that might be a new record," claimed scorer Caroline Groen. "We had fairly nice weather, which always brings out more boats. Also, some new classes — DeWitt Dinghies, 49ers and Europes — showed up for the first time."

As usual, the low-key, family-oriented series featured three concurrent race venues: two courses for little boats were set

up inside the breakwater, while the bigger boats sailed on the northern edge of the Berkeley Circle. The inner courses, which sailed before and after lunch, got in three or four races, while the outside course only managed one. A second race was attempted, but abandoned around 3:30 p.m. as the breeze began to falter and the ebb threatened to flush the tiny craft to Japan. "We sent them in on the last gasps of wind," said Groen. "It was either that, or finish them after dark and then tow everyone in."

The low-key Small Boat Midwinters Series continues on January 2, February 6 and March 5. It's free for kids under 18, and almost free for adults — just \$5 to enter, with an optional \$4 for a hamburger lunch and \$1.50 for a Red Hook draft beer. Check it out!

INNER COURSE #1 (3 races):

EL TORO, SR. — 1) Will Paxton, 5 points; 2) Jim Warfield, 10; 3) Nick Nash, 12; 4) Gordy Nash, 19; 5) Dave Albright, 20; 6) Bob Hrubes, 23; 7) Dan Seifers, 25; 8) John Gilmour, 25; 9) Fred Paxton, 16; 10) Vaughn Seifers, 27. (23 boats)

CHEAP THRILLS







Tippy Canoes: Fran DeFaymoreau (#205) and Bruce Bradfute (#211); "Today or tomorrow, Pop. What's the hold-up?"; John Dukat exhibits the proper El Toro attitude; hanging out in the 49er class. All photos 'latitude'/rob.



EL TORO, JR. — 1) J.V. Gilmour, 5 points; 2) Travis Kool, 5; 3) George Granelli, 9; 4) Brendan Daly, 18: 5) Darvle Kool, 19: 6) Matt Spevak, 21; 7) Brooks Reed, 24; 8) Morgan Gutenkunst, 26; 9) Anne-Flore Perroud, 27; 10) Ben Amen, 31. (21 boats)

DEWITT DINGHY --- 1) Irwin Layn, 4 points; 2) Dave Vickland, 7; 3) Jim DeWitt, 11; 4) Jaye Preston, 12. (7 boats)

INNER COURSE #2 (4 races):

BYTE - 1) Gail Yando; 2) Anne Zieminski; 3) Trish Moratorio. (6 boats)

FJ - 1) Mikey Murison/Jasper Powell; 2) Margaret Wilson; 3) Mallory McCollum/Cory Utchnasky;

4) A. Honysgaard; 5), Patrick Lewis. (12 boats; 3 races

SNIPE - 1) Graham & Charles Heimler; 2) Gerhard & Richard Panuschka. (5 boats)

49er — 1) Les Frères Courveux; 2) Gene Harris/ George Pedrick; 3) Chad Freitas/Skip McCormack.

OUTER COURSE (1 race):

505 - 1) Patrick Whitman; 2) Dan Strellis. (3

INTERNATIONAL 14 - 1) Zach Berkowitz; 2) Greg Mitchell; 3) Kurt Schmidt; 4) James Beninghaus. (9 boats)

WYLIE WABBIT - 1) Andy Hamilton; 2) Colin Moore; 3) Jon Stewart; 4) Rich Jarratt. (7 boats)

◆LIGHTNING — 1) Ashley Tobin; 2) Marc Barnes; 3) Elissa Hall; 4) Mike Molina. (7 boats)

THISTLE — 1) Dale Hinman; 2) Tim Armstrong; 3) Ron Smith. (5 boats)

INTERNATIONAL CANOE — 1) Erich Chase; 2)

Fran DeFaymoreau; 3) Del Olsen. (6 boats)

LASER — 1) Jeffrey Allen; 2) Justin Scott; 3) Gerry Swinton; 4) Andrew Kobylinski; 5) Evan Lyons; 6) Edward del Val; 7) Brad Nieuwstad. (29 boats)

EUROPE — 1) Lynn Olinger; 2) Jaime Mack; 3) Leslie Osmera; 4) Kati Murray. (8 boats) PORTSMOUTH — not available.





Clockwise from above: Lightning sailors Ashley Tobin and Jim Watters; dueling blue Lasers; shrink a 49er and you get this, a 29er; Jon Stewart driving 'Mr. McGregor'; Wylie Wabbit start; two Lasers being pursued by a Europe.









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ANTIGUA'S CHARTER SCENE

So, you know my friend in San Francisco. Small world!" said Claire in her cheerful English brogue. "You must come by and visit us. They've put us down on 'pauper's row' since ours is one of the *little*

kers a chance to become personally familiar with a wide range of yachts and

their crews. And since most big boats (i.e. over 60 feet) 'split seasons' between winters in the Caribbean and summers in the Med. Aegean or New England, attending brokers can familiarize themselves with an arsenal of 'products' to sell year round.

The seven-day show's format was simple. Each of the 132 boats held an open house from 9

to 5 every day so that brokers — and a few itinerant journalists — could stop by for casual conversation and a quick tour.

Often operating independently, charter brokers are best described as 'matchmakers' whose fundamental service is matching the specific needs of potential charter groups with appropriate boats and crews. As any experienced broker will tell you, compatibility between clients and crew is a key factor in making a high-end charter successful. "Is this young crew sophisticated enough for my corporate clients?" a broker might ask herself. "Is that nice older couple too stodgy for my wild group of Gen-Xers?" Since the key to longterm success in the broker biz is establishing a core group of repeat clients and keeping them happy charter after charter, spending quality time with each crew is essential homework. On top luxury sailing yachts week-long charters for six guests generally cost between \$12,000 and \$40,000, of which brokers keep 15%

Today, more than ever, English Harbor and Falmouth are the winter home for many of the world's most exquisite yachts.

boats — she's only an Ocean 60."

Like few other places on earth, the island of Antigua, in the West Indies, is a magnet for the largest and most luxurious sail and motor yachts on earth. To walk her docks during the annual Nicholson Charter Yacht Show is to enter a world of highly polished brass and steel, finely-fitted teak decks, and towering spars that stand 10 stories above the water. The cream of the sailing yachts found here exhibit the finest examples of the designer's art; a blending of sleek, sexy styling with speed and grace underway.

In the upper echelons of international yacht chartering, where these yachts circulate, competition is keen and the level of service rivals — and often tops — the finest hotels and restaurants of the U.S. and Europe. Consequently, guest accommodations are plush, sophisticated, and

You couldn't find a more idyllic setting for viewing fine yachts than the three-sided stone quay of Nelson's Dockyard, in the heart of English Harbor.

replete with creature comforts, while pampering crews often include highly-trained gourmet chefs who've swapped the stress of a big-name restaurant for life on the sea — and a state-of-the-art galley.

The idea of this and other charter yacht shows, of course, is to give charter bro-

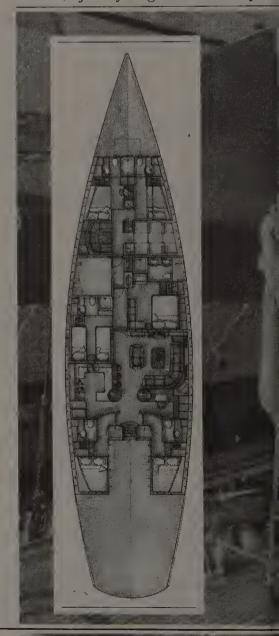
commission. So an unhappy client is, shall we say. . . a very bad thing.

You couldn't find a more idyllic setting for viewing fine yachts than the three-sided stone quay of Nelson's Dockyard,

in the heart of English Harbor. Now a National Park, the meticulously refurbished buildings and warehouses here were originally built by the Royal Navy as a careening and supply station during the mid-1700s.

Lying stern-to along the quay were three dozen impeccably-maintained sailing yachts of 50 to 140 feet, any one of which would be a standout in most ports of call — we would check out the *bigger* boats later at nearby Falmouth Harbor.

Finn-built Swan yachts have always flocked to Antigua like swallows do to Capistrano. Among the half-dozen big Swans that were perched side by side was Fenix, the only one of the new line of Swan 60s available for charter. "We're not specifically looking for racing charters right now," explained her captain, Josh Gillrest, a jovial young Irishman. But you



- SAIL SMARTLY AND CARRY A BIG STICK



The 92-year-old barkentine 'Antigua' may not be fast or sexy, but she's got a full size piano and possesses a bounty of old-style charm.

don't have to be a rocket scientist to realize that this thoroughbred was born to run. Fresh out of the box this year, she

ALL PHOTOS LATITUDE/ANDY EXCEPT AS NOTED

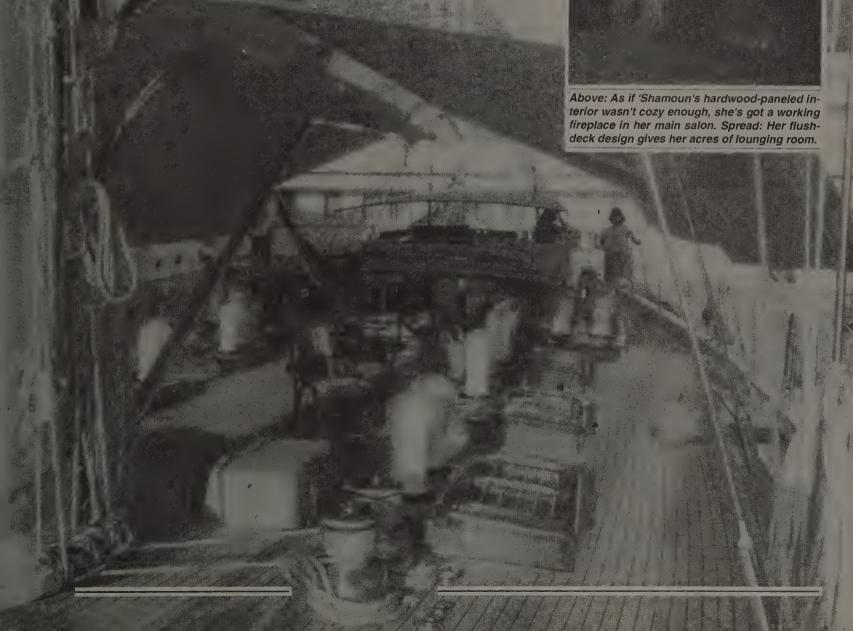
has twin steering positions, an 11.5-foot bulb keel and a 10-foot rudder to keep her steady when flying a masthead spinnaker from her 87-foot carbon spar. Still, like other Frers-designed Swans which preceded her, she has comfortable, beautifully-appointed accommodations (for six).

Farther down the quay we were gazing — jaws agape — at the amazing new Swan 80, Hamilton, when we were struck by a great irony. Looking across at the old careening site on the opposite shore, we could imagine a scene 250 years ago when grumbling gangs of shanghaied sailors might be seen straining in the mud to pull a lumbering ship-of-the-line onto her side, with all manner of nasty muck clinging to her copper-sheathed underbelly. Yet here we were walking the decks of glistening, million-dollar yachts, and being

offered drinks and hors d' oeuvres by young crews who are, no doubt, the envy of their peers back home. But then, history has a habit of being cruelly ironic.

The neighborhood was chock full of impressive real estate, and we were just getting started. Bypassing an older Swan 53 as though she were a derelict Cal 20 ly-





ANTIGUA'S CHARTER SCENE



Brokers survey 'Irene' in the Dockyard. Today, boats like her are a rarity in the charter biz whereas they were once the norm.

ing waste in some Sacramento Delta backwater, our eyes were drawn to the fine lines of *Grand Bleu*, a magnificent Bordeaux 76, designed by the tasteful French naval architect Philppe Briand. Built of aluminum, with classic teak decks and four equally-sized cabins below, she is one of a breed of boats built specifically with chartering in mind. And, like the Swans, she sails like a dream. Although not cheap, at \$2,500 a head per week she'd bring you plenty of *magnifique* memories.

Lying in stark contrast to the lineup of sexy racer/cruisers was the 140-ft barkentine Antigua. Built originally as a motor-driven Baltic fishing vessel, she is one of several similar craft that has been lovingly rebuilt for the passenger trade by her German owners Fred and Anne Meyer Zur Heyde. She normally books by the berth, and accommodates up to 32 passengers in comfortable double cabins, making her truly unique among her dockmates. Spliting seasons between the Caribbean and the Baltic, she still has openings on the eastbound crossing in April for a the bargain price of \$1,200 per person - come prepared to pull a line or

Nearby, on 'pauper's row', we paid a visit to an old friend, the Camper Nicholson 55 *Dabulamanzi* — Zulu for "parting of the waves." We were lucky enough to race aboard her in the mid-80s when she won her division at Antigua Sailing Week (then called *Rumors*). Recently purchased and upgraded by a nice English couple, Scott and Kirby Taylor, she's an example of a reasonably-priced (less than \$250 per person per day), fourpassenger boat for those who really love performance sailing.

Several other 'owner-operated' boats were nearby. Among them was the 70-ft gaff topsail schooner *Alessandra* which was used in the Brad Pitt epic *Legends* of the Fall. Custom built of steel in New

Zealand, her interior — with four guest cabins and a marble-top tub — was finished in Thailand, giving her a particularly exotic flavor.

Old Glory is another big schooner with exotic roots. Her teak-on-

oak hull was built in Thailand nearly 30 years ago and she's proven the seaworthiness of her Danish design during countless miles of ocean voyaging. Having sailed aboard her since 1984 — completing nearly two laps around the planet

— her Kiwi owner, Phil Johnson, along with his lady, Naylene Vuurens, have now established Antigua as their semipermanent charter base. Although owner-operated boats are not always the newest or most glamorous, most deliver excellent service, due to their crew's obvious vested interest.

The charter industry always seems to be evolving in one way or another. Not too many years ago, highly-varnished wooden classics were the mainstays of the Caribbean charter scene. Then came the dominance of sleek fiberglass racer/cruisers, and today a new trend is rapidly gaining ground: the charter cat. A sparkling 65-footer called *Shangri-La* caught our attention, which turned out to be one of the



— SAIL SMARTLY AND CARRY A BIG STICK

newest boats in the fleet (launched last May). You'd never guess that the sleepy, sparsely-developed island of St. Kitts could produce a beauty like this one. Designed specifically for Caribbean chartering by South African multihull specialist Alex Simonis, her bright, elegant interior features five queen-berth guest cabins.

"In addition to Tess and myself," said captain Ryzsard Strzelecki, "we're interviewing for a third crewperson. It would be nice to have a congenial young hostess, but I think I'd rather have a guy with a lot of mechanical ability." With seven heads and showers, AC, and a war chest of electronics, we can see why. Officially based in the BVI, Shangri-La is typical of the new breed of charter cats that are



commanding a bigger market share each year; her ample deck space allows for a bounty of 'toys' including waterskis, kayaks, wakeboards and scuba gear for 10.

The nonstop

networking doesn't stop at the cockpit tables. Nightly parties are a predictable feature of every charter show. By attending as many as possible, we rationalized that we were researching how various crews held up after a few strong rum drinks.

So it was that we found ourselves at English Harbor's charming Copper & Lumber Store Hotel for the semiformal opening reception — in the tropical heat, however, we only managed to keep our blue blazer on for 3.5 minutes, but we weren't alone. Surveying the crowd, we spotted the familiar faces of a couple dozen charter brokers who have long been the 'big producers' of the business. An industry researcher used to say that 10% of brokers book 90% of the charters, and it's probably still true.

Circulating throughout the historic dining room, which, as its name describes, was originally a copper and lumber storehouse for the British Navy, was the venerable don of the Antigua charter scene, Rodney Nicholson, who, cheerful as ever, welcomed us back to Antigua once again.

As we've often explained in these pages, it was Rodney's father, Royal Navy Commander Vernon Nicholson who's credited with spearheading the Caribbean chartering phenomenon. Eager to get away



With so many similar yachts lined up stern-to the old wharfs of the Dockyard, it's a daunting job for brokers to pick favorites.

Yacht Charters was born. A half century later, the industry has grown to proportions that the ol' Commander never could have imagined.

As with any good cocktail party, we made some new friends and garnered some choice anecdotes. The best — apropos to the setting — was learning about the Royal Navy's rationing of rum. According to Terry Bowen, English Harbor dockmaster and president of the local 'Tot Club', in the heyday of the dockyard each sailor was given a full pint of rum a day to keep his mind off his troubles, while these days an official tot — as is downed each evening by Club members — is half a 'gill', or an eighth of a pint. (The Royal Navy, however, stopped their daily tot tradition in 1970.)

By the time we mastered the differences between tots, drams, ounces and gills, we noticed a lot of folks were drifting away as though they had something else on their evening's agenda. "They're heading over to the party aboard Southern Cross III," said one of the Tot Clubbers. "You can't miss that!"

So away we went to the sprawling Antigua Yacht Club Marina, realm of the *r-e-a-l-l-y* big boats. In the dark Caribbean

A half century later, the industry has grown to proportions that the ol' Commander never could have imagined.

from the drudgeries of postwar England, he bought the 70-ft schooner *Mollihawk*, packed up his family and sailed to the West Indies. It was exactly 50 years ago that the pretty gaffer sailed into the deserted dockyard. Soon after, she began doing daysails for guests of one of the island's first tourist hotels, and Nicholson

night, the low-slung sailing yachts — although averaging about 90 feet in length — were dwarfed by the massive, brightwhite hulls of poweryachts which sat astride one another like an armada of mini-cruise ships awaiting their next campaign in the party wars. As opulent and expansive as any penthouse suite, such

ANTIGUA'S CHARTER SCENE

vessels are the ultimate toys for entrepreneurs with everything — and a requisite calling card for an elite circle of business moguls.

"Do their owners really need to charter?" we asked Dana Nicholson, the Commander's granddaughter, who's worked many years in the biz.

"I think that with most of these megayachts, charters are set up not so much to offset costs," she explained with a laugh, "but just so the boat will have a deadline now and again. It's good discipline for a boat and her crew to be ready and waiting for a charter once in a while."

Sleek and sexy, the Bordeaux 76 'Grand Bleu' was designed with chartering in mind.

There was no mistaking the location of Southern Cross III. The pulse of live reggae music drifted down from her upper deck and danced across the harbor on the trade winds. At the gang

plank a white-uniformed crewman let us squeak aboard, although the 158-foot monster was probably already down on her lines by a half inch or so from the



The six guest cabins aboard 'Douce France' are bright, modern and spacious.

weight of the 300 folks ahead of us. Wading through a s h o u l d e r - t o shoulder horde of schmoozers, we chanced upon a couple of seats at the open-air, main deck bar and said

hello to a pretty young hostess who was popping Moët & Chandon Brut like there was no tomorrow. "How many bottles have you gone through?" we queried.

"Not sure really, 1 think we ordered around 175 or 200, and I've only got — pop! — five left!"

Just then we caught a glimpse of Marilyn Monroe slinking past us in a low-cut white dress. On closer inspection, she turned out to be a guy in drag who was the chef of one of the neighboring megayachts. Knowing a real 'party girl' when we see one, though, we followed Marilyn up to the fourth level — the bridge deck. In this instance, however, it had been transformed into the disco deck, complete with potted palms. Three



CHARTER CREWING — IT'S NOT AS EASY AS IT LOOKS

here are a few common misconceptions about crewing aboard luxury yachts. The first is that it would be impossible for a regular Joe or Jane to break into the charter scene. Not so. There are hundreds of charter boats operating in the Caribbean alone, and they all need crew. There's a lot of ladder climbing that goes on; when the crew or captain of a big boat quits, gets fired or gets a gig working on a private yacht (generally considered the best situation with the highest pay), crews on smaller boats move up the ladder. So jobs often open up on smaller or mid-sized boats — especially just prior to the start of the fall or spring charter seasons. The prerequisites are having a decent sailing resume, mechanical or culinary skills and an upbeat personality. It also helps if you look presentable and are not t-o-o ancient. Obviously, young, fit, good-looking folks have an advantage here, as in most other fields.

The second major misconception is that working on charter yachts is a totally laid-back lifestyle where you basically drink beer and screw around on the water all day. True, it can be a lot of fun — and when you're not on charter you have the run of the boat for your personal

use — but as James Barker of *Queen of Hearts* put it, "It's not the glamour life that folks on the mainland think it is. You're on call 24-7, and even when you're not on charter these big boats constantly need looking after."

High end chartering is a business where the product you deliver has a million variables — or should we say, a million things that can go wrong. Most guests

are polite, sophisticated and empathetic if there are mishaps or breakdowns. But the longer a crew stays in the charter biz. the more likely they are to face a difficult situation with guests, or even a 'charter from hell'. The following examples illustrate our point:

A big sailing yacht had a major generator breakdown and needed to delay the start of a charter by a couple of days, but the broker wasn't able to inform the clients who showed up anyway to the horror of the crew. As soon as they stepped aboard and were given the bad news, two of the guests lost their footing and stumbled down the companionway. The hostess, hoping to calm everyone's nerves, went down to the galley and quickly opened a bottle of champagne. Unfortunately, the cork blasted straight up through

straight up through an open hatch and smacked an already-disgruntled guest squarely in the chest. It was not a good beginning.

The 140-foot square-rigger Antigua, which fills up weekly charters with individual bookings, had few sign-ups on one particular week, so each client was shifted to alternate dates—except one. When he arrived from Europe at the Antigua air-



Charter crews work hard to keep their boats sparkling and their guests happy, but when it's party time they know how to cut loose — as this threesome proved at the 'Southern Cross' bash.

— SAIL SMARTLY AND CARRY A BIG STICK



Owner Fred and Captain Cosmo demonstate how lines are 'sweated' about 'Antigua'.

shapely young hostesses in bikinis and a hunky young guy in trunks were supplying dance-crazy revelers with all manner of shooters and cocktails from their encampment within an enormous (drained) hot tub.

It was a pretty wild affair — shaming the typical "cocktail sips" at most boating trade shows. We learned later that *South*ern *Cross III*, which was originally owned by Australian tycoon Alan Bond, was the priciest belle at the ball: she charters to 12 guests for a whopping \$186,000 per week, *plus* the cost of food, fuel and incidentals.

The next day, before treating ourselves to tours of the largest sailing yachts, we headed back to English

Harbour for a luncheon date aboard the charming Baltic Trader Irene. Built in 1907, she has a fascinating history: She survived two world wars working as a merchant vessel, was abandoned after retiring in 1960, then was resurrected by her current owner from a terrible state of neglect — and at some point, we're told, her big sticks whacked a London bridge, knocking out all the power to the city. She now books eight guests in double and triple cabins for 'adventure charters'.

Daily luncheons such as these give chefs a chance to exhibit 8

gentleman and his

wife to fly home.

Their next problem,

however, was that

the rest of the char-

ter party — unbelievably — wanted

to continue their

trip. The crew

obliged, but the cap-

tain and mate soon

became very ill with

the flu, which they'd

caught when giving

CPR to their dving

client, who was ap-

parently carrying

the bug. When the

charter ended, both

their prowess, and the fare aboard *Irene* was truly delicious. In the Caribbean, unlike the Med, all meals are included on all but the most exclusive yachts, and quality is usually excellent.

No matter where you go in the sailing world, you always seem to meet former Bay Area sailors. In the Dockyard we ran into James Barker, a Napa native who crewed for a season aboard the familiar Bay charter boat *Hawaiian Chieftain*. He's

Built of steel in '82, the 102-ft 'Adelita' is a modern yacht with beautiful, traditional lines.



port, the captain had no choice but to run a charter on his 32-passenger ship, just for the wayward guest. "This fella," recalls a crewman, "used to stroll out on deck each morning in his underwear, pee over the side and do whatever he wanted to. He was like a king for a week aboard this whole, huge ship."

A big-boat charter in the northern

Caribbean was going well when the leader of the charter group suddenly had a massive heart attack while telling a tall tale. He had stopped breathing, so the captain and first mate administered mouth to mouth, but to no avail. Nor could the local paramedics resuscitate him. When the police arrived, they initially treated the death as a homicide and took the captain to jail. He got out eventually, though, and the crew arranged for the body of the



After nearly two times around the world, the 'Old Glory' crew has suffered only one 'charter from hell', but it was a doozy.

the mate and the deckhand quit in frustration.

The day that an American boat was due to receive charter guests in Tahiti, her captain received an urgent message from the broker that the charter couple insisted on 100% cotton sheets. Although it was a local holiday, he raced all over the island begging shopkeepers to open up, and finally completed his mission shortly before the charter was to begin. But when

the guests — a French woman and her Italian husband — arrived, the woman complained that the sheets were unsuitable, as they hadn't been washed yet. It got worse. She complained that the cook was too noisy and insisted she close up the galley doors and hatches while cooking, making it an inferno in the tropical heat. Every time the crew got the anchor down in front of an idyllic white-sand beach, the guest would proclaim, "C'est plus jolie là bas!" meaning: It's prettier over there. "We had to re-anchor about 20 times a day," recalls the skipper.

Things got even worse when they went ashore to dine in a first class restaurant: she sent plates full of food back again and again, humiliating her poor captain, who she insisted must dine with her. Oddly enough, though, as the couple left the boat at the end of the charter, the quiet, mild-mannered husband turned to the captain and stuffed a \$1,000 tip into his hand: "This is the best vacation we've ever had!" he exclaimed. On their previous attempt at a charter vacation, they were thrown off the boat on the second day!

All this being said, all agree that likable clients far outweigh the schmucks.

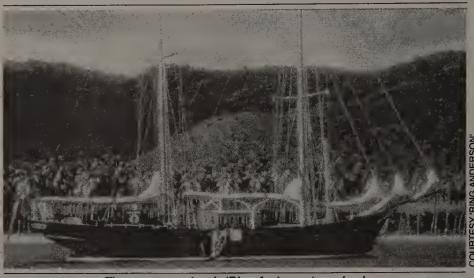
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ANTIGUA'S CHARTER SCENE

been moving up the food chain since then, skippering a notoriously party-happy Irwin 68 called *Taza Grande*, before landing his current gig aboard the beautiful Dynamique 80 *Queen of Hearts*. "If anybody's interested," notes James, "we'll be available for charter in the San Blas Islands in April."

Although fearing the heart palpitations that might result, we finally broke away to check out the creme de la creme at Falmouth Harbour.

First on our list was the spectacular 138-ft catamaran, *Douce France I*. Undoubtedly the largest cat in the world, she was designed by Van Peteghem and Prévost, and was launched only two years ago. To say she's expansive would be like calling Texas 'roomy'. Put it this way: If you stood at the tip of either bow and faced aft, you could practically complete a 50-yard dash before you'd hit the water. Standing at the fly bridge steering posi-



The gorgeous classic 'Ring Anderson' survived years of neglect, then was threatened by Hurricane Lenny en route to the show.

tion, we got a sampling of how Gulliver must have felt in the land of the giants — Brobdingnag.

Below decks she's elegant, tasteful and ultramodern, with six roomy double cabins, a galley to die for and a 250-bottle wine cellar. Her massive bridge-deck salon is roomier than the lobbies of a lot of San Francisco hotels and the center of her aft deck hinges down to make a waterlevel boat dock for her various launches

and water toys. If you could afford the price of admission (\$65,000 a week) this would be one sensational vacation platform. Did we mention that she once clocked 28 knots?

For half the money you could charter what used to be the biggest cat in the Caribbean, the 85-ft Lone Star (formerly Highest Honor), which also accommodates 12 guests. She, too, was designed by Van

Peteghem and Prévost, and has recently completed a major refit after changing hands. As a result, brokers seemed to be giving her high marks — we certainly did.

We passed by a half-dozen spectacular mega-sloops to have a look at the 114-ft wooden beauty, *Ring Anderson*, which was Danish-built as a cargo ship in 1949. With the gloss of her abundant varnish sparkling in the sunlight, she seemed stately and proud, surrounded by the legions of plastic and carbon-fiber competitors. Today, she's among the relatively few survivors of a bygone era, but to hear Cap-





— SAIL SMARTLY AND CARRY A BIG STICK

tain Doug Meier tell it, she's lucky to still be afloat at all.

We were going to do a leisurely cruise down to Antigua, but ended up dodging two hurricanes, then got slammed by Hurricane Lenny in St. Martin." They pulled into Simpson Lagoon less than 24 hours before it hit and survived "three days of 130 to 140-knot winds." As a result, "every square inch of her varnish and topsides" was sandblasted almost to bare wood. This after just completing an exhaustive three-year refit last June, that followed five years of neglect in a New England boatyard when the former owner lost interest. Below decks, Ring is reminiscent of a fine English hotel, with a different species of hardwood paneling in each of her three guest cabins.

Another big boat with classic lines was the 102-ft *Adelita*. She, however, was never meant to carry cargo. Built of steel in '82, she has the beautiful lines of a fast, turn-of-the-century fishing schooner, yet all the appointments of a fine, luxury yacht below. She takes six guests in two double cabins and a master suite; has two separate salons. . . Oh, and among her recreational gear is a clay pigeon



Even on smaller yachts like 'Dabulamanzi', competition within the industry dictates that fine cuisine will be served on every charter.

launcher.

We ran into longtime Southern California broker Diane Fraser on board, who made an excellent point: "People don't realize that on traditionally-rigged boats like this, you get twice the crew for the same money as on a plastic boat." Both Ring Anderson and Adelita have a one-

to-one ratio of crew to guests.

or an art lover too long in a candy store, or an art lover too long at the Louvre, we were starting to reach the saturation point, but there was one more yacht we just had to take a closer look at: the immaculate 108-ft sloop, Shamoun.

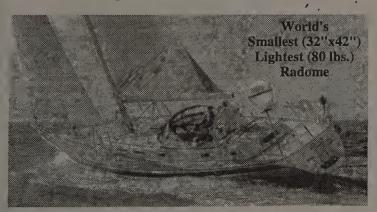
If Christmas hadn't just past, this is exactly what we would have asked Santa for. We've had the pleasure of touring a lot of fine yachts over the years, but this one. . . Wow! The latest in a series of similar designs by Dutch naval architect Andre Hoek, she is perfectly proportioned and exquisitely appointed from stem to stern, accommodating eight guests in four luxurious cabins.

Borrowing influence from earlier eras, she's billed as a "modern classic," and indeed she is. Among her notable features are: a cozy enclosed deckhouse as well as an expansive cockpit that's sheltered from the sun by a permanent awning, a centerboard which reduces her draft from 22 feet to 8 feet when raised, a plethora of water toys including scuba gear, a bow thruster, and a working fireplace. With her

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Our Staff Wishes You a Safe and Happy New Year

ANTIGUA'S CHARTER SCENE

90-foot waterline and high-aspect rig, she roars to weather like a freight train and carries a 6,500 square foot gennaker off the wind. We can only imagine the thrill of crossing an ocean on this baby.

'Okay, that's it," we gasped. "We give up." By this point we'd seen a couple dozen boats and had chatted with a couple dozen crew — only about a quarter of the fleet. Then, just as our eyes were glazing over with images of honey-hued hardwood paneling and brilliant brass binnacles, along came Julie Nicholson (Rodney's wife, who runs Nicholson Yacht Charters in Cambridge, MA) to explain how a real pro can keep 132 boats straight in her head. She was carrying a video camera in addition to what appeared to be 300 pounds of brochures and notebooks. "When you get home you begin organizing them just as you would a closet full of clothes. You separate by types, then by sizes, then by price, then by your own grading system and pretty soon it's no longer the 87th or 97th boat, it becomes a four-berth, A+, well-priced boat. To learn more about the amenities you've got your notes, your brochure and your camcorder." She made it sound so simple.



Aargh! Information overload! Actually, Julie Nicholson is faking her exasperation here. A consumate pro, she's got her system down pat.

As twilight descended across Falmouth Harbour, we took a seat on the patio of the long-established Antigua

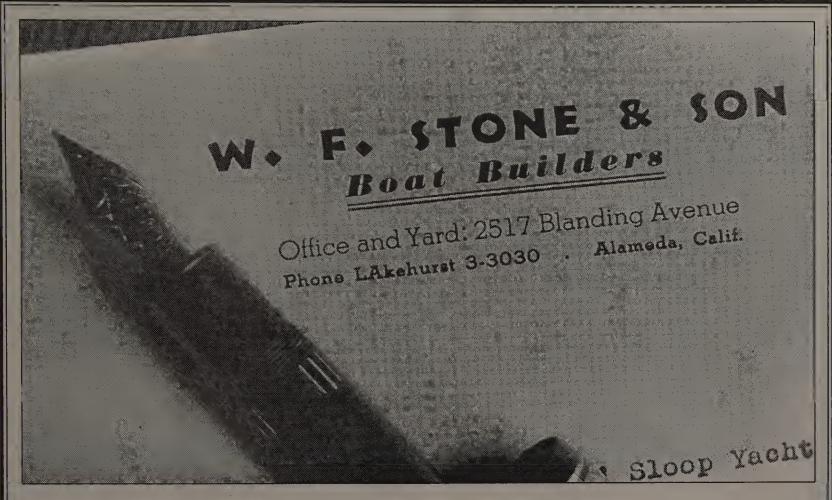
Yacht Club with a cold bottle of Red Stripe in hand, and gazed out at the sparkling megayachts that lined the docks before us. Mindful of the subtle yet ever-present drone of their generators, we were reminded of how much things have changed since our last visit 10 years ago — there were no docks at all then, only a wideopen anchorage filled mostly with sailboats.

But just then the silhouette of a slender man wearing shorts, a long-sleeved safari shirt and a floppy, wide-brimmed canvas hat ambled down the dock, stepped lightly into a tiny rowing dinghy and slowly stroked his way out past the glitter and glitz to an unseen sailboat, somewhere in the outer anchorage. There was no mistaking his familiar image; it was none other than author/cartographer Don Street, who, for 20-odd years has been a fixture of the Southern Caribbean sailing scene, and is as likely to show up at a gathering such as this, as are the trade winds. The megayachts may be multiplying, we thought, but some things still remain constant in the Southern Carib-

- latitude/aet







ere's a picture of our old stationary. Notice the phone number: Lakehurst 3-3030. Some things change.

Right under W.F. Stone & Son, it says, "Boat Builders", underlined twice. Some things don't change.

The history of Stone Boat Yard reaches back to the Gold Rush era. W.F. Stone arrived in San Francisco sometime before 1853, when he began building boats on the San Francisco Bay. In the first sixteen years of its existence, Stone Boat Yard built six steamers, ten schooners, six bay freighters, and twenty-six tugs. The company moved to locations in San Francisco and Oakland before ending up at 2517 Blanding Avenue in Alameda in 1941. Quoting an article in the *Alameda Times Star:*

"By that time, the Stone name was stamped on more than 160 boats and ships. Workhorses of the sea – fishing boats, freighters, and tugs – were made by the same hands that crafted sleek racing and cruising yachts. Huge two and three masted trading schooners sailed out of the yard headed for the South Sea Islands. Over the years, the Stone name became synonymous in the maritime community with fine craftsmanship and attention to detail."

That tradition has been handed down, sometimes from father to son, but more often by a mentoring apprenticeship, which exists to this day. Grace and I have enjoyed the privilege of participating in this wonderful heritage and hope that in some small way we have contributed to it. But time marches on and about a year ago we recognized that we should choose our successor, someone who would share our interest and vision for Stone Boat Yard. A nationwide search turned up five qualified responses. We've selected the ideal match, a local businessman with steel fabrication plants around the country. He loves fixing up old boats and has several prize-winning classics which he enters in the Tahoe Concours de Elegance Boat Show every year (and always brings home at least one blue ribbon). He and his wife are cruising the S.F. Bay aboard his recently restored 1933 wooden power yacht, Linmar. He has some exciting plans for Stone Boat Yard. It is a privilege to introduce David Olson as the new owner of Stone Boat Yard.

It is part of the above mentioned tradition that "retirement" means assuming the role of consultant emeritus; that means I can give all the advice I like...some things really don't change.

Bill Bodle

2517 Blanding Ave. Alameda, CA 94501 (510) 523-3030



CREW LIST 2000 —

Well, did you make it? Can we assume — since you're reading this — that your digital toaster didn't backfire through the mainframe somewhere at midnight on December 31st and knock out the entire Western grid of the United States? That you're not living on canned food in a mountain bunker and

I AM / WE ARE LOOKING FOR CREW TO RACE ON MY/OUR BOAT

NAME(S):			
)
CONTACT IF D	IFFERENT THA	N PHONE	<u> </u>
		. 10 11	
BOAT TYPE / S	SIZE	\	
	I / WE PLA	N TO	RACE:
	(check as n	nany as a	oply)
2) Monte 3) Ocea 4) 2000	Pacific Cup	b) c)	Handicap One Design YRA Season Specialty Events or occasional YRA
5) Coas 6) Mexic 7) Baja Rally 8) Other	co Race(s) Ha-Ha Cruiser's / (Nov.)	e) f)	Beer Cans Anything & everything
0 , 0	I/WE W	ANT C	REW:
get experier	nce, and won't co	mplain w	00% for the chance to hen wet, bruised
2) With	at least one full	season of	f racing experience
3) With Willir	more than three	years exp nal mainte	nance/repairs
5) Willin	ng to do occasion	nal lunche	s/galley duty
	I/WI	E RAC	E:
2) Prett	ually. Winning is by seriously. Why seriously. I/we d	[,] else mak	e the effort?
Mail co	ompleted form to ve., Mill Valley, C	and \$1 to	e: Racing Crew List, by FEBRUARY 15, 2000.

fighting off marauding hordes with a cache of automatic weapons? If so, our condolences. You can certainly auction off that camo gear on Ebay, but you're never gonna get rid of all that canned corn.

But look at the bright side: either way, you can still go sailing.

Whether or not the Millennium bug sent civilization back to the stone age, the wind is still going to blow. And even if you spent all your money on ammunition, you can still sail with someone else.

If doomsayers were right and you're reading this tattered issue in the charred ruins of what was once San Francisco, we've still got you covered. Say, for example, that you are now tribal leader and you wanted to go sailing. You'd still need to round up a crew of proles to go with you, right?

Well, *Latitude* has covered all these bases for you. Although the 2000 Crew List is completely Y2K compliant, we've also made provisions for that 'worst case' scenario — that this is our last issue, at least under the old fieldom. If that's the case, we hope you appreciate our sacrifice.

So here's how it works. You check out the forms on these pages and find the one that most closely suits the type of sailing you want to do. For example, if you started sailing recently (insert "back when civilization existed" in place of "recently" if appropriate) and want to really get into it, you'll likely want to send in a "Want to Crew on a Racing Boat" form. If you're a boat owner taking off for far horizons (possibly to search for the survivors of other civilizations, if any) but need crew, you'll want to concentrate on the "Looking for Cruising Crew" form.

You then need to go through the appropriate form and fill out as much information as you can to narrow down your desires and skills. Then enclose the form with the appropriate

HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

OMOONE DITTO
NAME(S):
AGE(S)SEX: PHONE:()
CONTACT IF DIFFERENT THAN PHONE:
I AM / WE ARE:
1) Single to take singles out
2) Couple to take couples out
3) Singles, couples or small groups okay, but leave any kids home
4) Kids okay as long as you can control them
and the state of the Dayonilina Craw List

advertising fee in an envelope and — assuming the Post Office is still functioning — send it to our fortress. . . uh, office. (If the P.O. is gone, and you can fight your way into our sector, wave a

15 Locust Ave., Mill Valley, CA 94941 by MARCH 15, 2000

THE FIRST CREW LIST OF THE MILLENIUM

white flag and we'll send a squad over to retrieve your Crew List form.)

Once we receive the forms, we'll compile them into two Crew

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS

1011	CASUAL DATSAILS
NAME(S):	
AGE(S):	SEX:PHONE: ()
	FERENT THAN PHONE:
· .	
	I AM / WE ARE:
	(check as many as apply)
1) Single	,———— to bring may
2) Couple	5) Going sailing to escape the kids
3) A group of	(state number) friends interested in sailing
Mail complete	d forms and \$1 to: <i>Daysailing Crew List,</i> Mill Valley, CA 94941 by MARCH 15, 2000

List articles in the March and April issues. The March one will be for racers only, as those boats will need to firm up crew for the racing season early. In April, we'll run the Cruising, Co-Chartering, Daysailing and Boat Swapping Crew Lists. In each of those issues, we'll publish each of the names sent to us, along with a contact number and a little bit about the desires and skills of each Crew List participant. Both the March and April lists contain hundreds of names of people of both sexes, all ages and all experience levels. If you're a boat owner and can't find crew here, Y2K was worse than we thought.

When the March and April issues come out, look over the lists of people whose needs best match your desires, and start making calls. You'll also be getting calls, of course. Many Crew Listees end up facing the pleasant dilemma of having to choose from a variety of offers. Also in April, we'll have a big Crew List Party, where you can come and meet your new crew or skipper, keep looking for a boat or crew if you haven't found one — or just hang out and enjoy the company of some like-minded people. Anyway you look at it, the Crew List experience is pretty much of a win-win deal.

But you can't 'win' if you don't play. And you can't play unless you read and acknowledge the following: The *Latitude 38* Crew List advertising supplement is for informational purposes only. *Latitude 38* neither makes nor implies any guarantee, warrantee or recommendation as to the character of individuals who participate in the Crew List, or the conditions of their boats and equipment. You must judge those things for yourself.

Here are some tips and suggestions to get you going:

Be Honest. This is probably the most important 'rule' of all.
 Don't artificially inflate your experience or skill level. It's bad

I / WE WANT TO CREW ON A RACING BOAT

NAME(S):	
AGE(S): SEX:	PHONE: ()
CONTACT IF DIFFERENT THA	
	IT TO RACE: nany as apply)
1) San Francisco Bay	4) 2000 Pacific Cup
2) Monterey/Santa Cruz	
3) Ocean Races	6) to Mexico (Nov)
I/WE F	PREFER:
1) Boats under 30 feet 2) Boats over 30 feet 3) Specific class or design	5) Multihulls
	PERIENCE IS:
1) None	,,,,,
A Little: a) Little or no rac b) Little or no racing, one or mo c) Little or no racing, lots of cru	cing, little other sailing experience; ore years of general sailing; uising and/or daysailing
3) Moderate: a) Less than racing experience, but am unfa	one full season; b) Out of area miliar with local conditions.
4) Mucho: a) One on two full long-distance ocean races; c)	Ill local seasons;b) One or two Years of Bay and ocean racing
Other pertinent experience:	
I/WE	WILL:
(check as ma	
1) Help with the bottom, do 2) Play boat administrator,	go-ter
3) Go to the masthead to re 4) Navigate, I've got lots of	etrieve the halyard at sea
5) Do foredeck, I've got lots	s of experience
6) Do grinding, I've got mus 7) Do lunches/provisioning	scle
Mail completed form and 15 Locust Ave., Mill Valley, CA 9	

karma, for one, and — on a racing boat especially — it will come back to bite you. We don't mind sailing with BS'ers, as long as they're honest ones.

I AM / WE ARE LOOKING FOR CRUISING CREW

NAME(S):
AGE(S):SEX:PHONE:()
CONTACT IF DIFFERENT THAN PHONE:
WHERE AND WHEN:
MY/OUR BOAT IS A:
I/WE PLAN TO SAIL TO:
ON OR ABOUT (DATE):
MY / OUR IDEAL CREW WILL: (Check as many as apply) 1) Be willing to share basic expenses such as food and fuel 2) Be willing to bust butt preparing the boat 3) Have more desire than experience 4) Have lots of ocean experience 5) Know more about offshore navigation than just pushing buttons on the GPS 6) Have mechanical skills for the engine, refrigeration, etc. 7) Have language skills: a) Spanish, b) Other: 8) Other skills (woodworking, scuba, etc.) 9) Be unattached and unopposed to the possibility of a friendship blossoming 10) Look good in a bikini/speedo/birthday suit 11) Understand and appreciate Jim Carrey's humor.
Mail completed form and \$1 to: Cruising Crew List, 15 Locust Ave., Mill Valley, CA 94941 by MARCH 15, 2000.

- Along the same vein, little or no experience is not a disadvantage. Unless you want to crew in the next Admiral's Cup, you newbies out there have as good a chance okay, almost as good as anyone on the Crew List. If the truth be told, you might even have an advantage over more experienced folks in some cases. Why? Experienced people are more likely to take issue with an owner about the set of the sails, best way to anchor and so on. Novice hands, however, are happy to do things just the way the skipper teaches them. Hey, it is his boat.
- Be realistic about the commitment. Sailing takes time. Even a simple daysail can end well after dark by the time the boat gets put away the 'time flies when you're having fun' principle in action. Cruising and chartering are obviously 24-hour-a-day pursuits, but perhaps the most time-intensive type of sailing out there is racing. Tons of behind-the-scenes work goes on in any successful racing campaign, and most of it ain't out on the race course. It's done at the dock, on the trailer or in the yard.

I/WE WANT TO CREW ON A CRUISING BOAT

AGE(S)SEX:PHONE: ()
CONTA	ACT IF DIFFERENT THAN PHONE:
	SAILING EXPERIENCE:
2)	None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game Some. At least a) 5, b) 10, c) 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or trans-
4)	ocean trip Lots. Several long ocean passages
	// WE WANT TO CRUISE: (check as many as apply)
2) 3) 4)	SF Bay and/or Delta 8) Caribbean Monterey Bay 9) Mediterranean Southern California 10) Anywhere warm Mexico this fall/winter 11) Other destination(s): Hawaii and/or South Pacific Pacific Northwest or Alaska Antarctica
	I / WE CAN OFFER: (check as many as apply)
1) 2) 3) 4) 5) 6) 7)	_ At least a month of shared expenses _ Mechanical skills: engine, electronics, refrigeration, etc _ Elbow grease for bottom work, varnishing and upkeep _ Cooking and cleaning skills _ Language skills — I'm reasonably conversant in a) _ Spanish; b) Other(s): _ Ornamental skills — I look good in a bikini/speedo _ Personality skills — I don't get pissed when awoken at _ in the morning and can maintain a sense of humor i _ most situations _ Other skill(s):

And as part of the crew, you'll likely be expected to put in your share of layday work. This is not to mention the racing itself, which goes on for various fleets literally every single weekend of the summer. Whatever the schedule of your boat's fleet, you as crew will be expected to show up on time and in working order for each race unless you call ahead *well* in advance to let your mates know about changes in plans.

THE FIRST CREW LIST OF THE MILLENIUM

I/WE WANT TO CO-CHARTER NAME(S): __SEX:_____PHONE(____) AGE(S):___ CONTACT IF DIFFERENT THAN PHONE: WHERE AND WHEN: I/we want to co-charter for ____ weeks in the (spring, summer, fall, winter) _____ of 2000. SAILING EXPERIENCE: (Check one from each column) Little or none __ I'd like co-charterer a)___ to skipper and give me _ Moderate. I sail direction regularly and have b) Prefer co-charterer of chartered before at least equal proficiency _ Lots. I've sailed c)____ Would be willing to coand/or chartered many charter with less types of boats and am experienced party a competent skipper I/WE PREFER TO CO-CHARTER: (check as many as apply) Bareboats (we sail) Crewed (professional skipper and/or crew) With other couples With other singles With my/our well-behaved kids, age(s) A smaller (30 to 40 ft) boat with one or two other people ____ A medium (40 to 50 ft) boat with four to six other people ____ A large (60 ft or more) boat, the more co-charterers the merrier I/WE WANT TO CHARTER IN: San Francisco Bay 6) Pacific Northwest Monterey/Santa Cruz 7)____Caribbean Southern California _ Mediterranean 3) Mexico 9) Other: ___ 5)_ Hawaii Mail completed form and \$1 to Co-Charterer Crew List, 15 Locust Ave., Mill Valley, CA 94941 by MARCH 15, 2000

In a related tenet, even if you discover halfway through the season that racing's not really your þag of tea, tough it out with a good attitude until the end. The sailing community is a small one, and once you establish yourself as a dependable player, other opportunities will develop.

• Be realistic about deadlines. To put March's Crew List together, we must receive forms from racers no later than

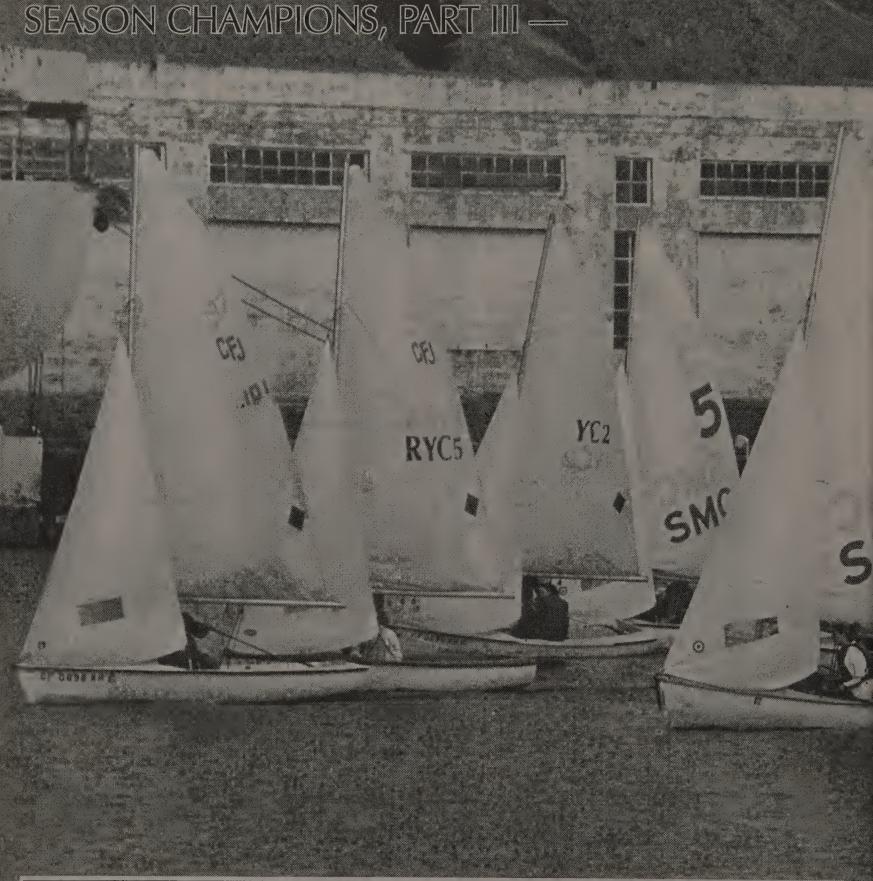
AGE(S):)	
CONTACT IF						
*			AND			
My/Our boat i						·
I/we would like	e to swap b	oats v	with the o	owner o	f a simil	ar vessel
in the (Pacific	Northwest,	Carib	bean, S	oCal, M	editerra	inean, etc.)
					area	ι.
I/we would like	e to cruise t	his ar	ea for al	out		weeks
in the month o	of			. 20	000.	

February 15. Everyone else has until **March 15**. These dates are not arbitrary. If we don't have the forms in our hot little hands by then, your name won't go in. Also note that your name won't go in if the advertising fee isn't included with the form. Prices vary from \$1 to \$5 depending on if you're a crew or boat owner (the latter get off easier since they're spending enough on the boat already). All the pertinent information is at the bottom of each Crew List form.

• Women Crew Listettes. Women taking part in the Crew List are encouraged to use first names only — and some form of screening responses such as email addresses, answering services or fax numbers. If you are a woman, you will get calls (some women have reported getting calls years after their names appeared), and it will just be more convenient if you don't use a home phone number.

• One person per form please — unless you are offering your skills or services as a couple only and don't wish to be considered individually. Hey, we've been in love; we know how great it can be to share an adventure like cruising to a faraway land together. If you need more forms for friends or whatever, just make copies of these.

Well, that's about it. We will rerun the forms next month—if there is a next month, of course—but we strongly encourage you to get these ones in as early as possible. Because if the Millennium bug did even half the damage that was predicted, that means the world supply of chocolate is running dangerously low. And when that goes (no more lattes) who knows what horrors await us.



"If a man aspires to the highest place, it is no dishonor to him to halt at the second, or even at the third."

-- marcus tullius cicero, 106-43 b.c.

Happy New Year, Happy New Century, Happy New Millennium, and welcome back to the third and final installment of '99 Bay Area season sailing champions. This month, we'll meet a random

sampling of WBRA (woody) and SBRA (dinghy) champs, as well as the top SSS (singlehanded) sailor and *Latitude*'s totally subjective picks for junior and adult 'Sailor of the Year'.

Our congratulations to everyone whose picture or name appears in the following pages, including those who aspired to be first, but ended up second or third this year, And good luck to everybody in the upcoming season, which — *gulp!* — starts

all over again in just over four months.

— latitude/rkm

WBRA

IOD — 1) **US 100**, Evan Dailey/Tad Lacey et. al., SFYC; 2) **Quickstep**, Richard Pearce, SFYC; 3) **Undin**e, Adam Wheeler, StFYC. (10 entered; 3 qualified)

BEAR — 1) Smokey, Stephen Robertson, StFYC; 2) Chance, Glenn Treser, AolYC; 3) Little Dipper, Joe Bambara, GGYC. (7 entered; 4 qualified)



BIRD — 1) Skylark, Jane Hook/Peter Brosig, SYC; 2) Widgeon, Don Cameron, GGYC; 3) Grey Goose, James Nichols, NoYC. (9 entered; 6 quali-

BYTE - 1) Gail Yando, RYC; 2) Karin Knowles, RYC; 3) Gene Harris, EYC. (15 boats)

DEWITT DINGHY - 1) Dave Vickland, EYC; 2) Richard Hird, NoYC; 3) Irwin Layne, NoYC. (7 boats) EL TORO, JR. - 1) J.V. Gilmour, RYC; 2) Brendan Daly, SCYC; 3) George Granelli, RYC. (18

Collegiate FJs at the recent RYC Midwinters.

EUROPE - 1) Lynn Olinger, StFYC; 2) Krysia Pohl, EYC; 3) Leslie Osmera, MBYC. (9 boats) INTERNATIONAL 14 — 1) James Beninhaus/Jon Hoffberg, RYC; 2) Kirk & Lisa Twardowski, RYC; 3) Lawrence Henderson/Kurt Schmidt, RYC. (8 boats) JY-15 — 1) Joe Matera, NoYC; 2) Mike LeRoy, Cal Adventures; 3) Scott McLera, NoYC. (6 boats) LASER - 1) Charles Meade; 2) Zach Conrad; 3) Brett Davis. (18 boats)

SNIPE — 1) Joe Harvard/Katherine & Graham Harvard, LMSC; 2) John Tagliamonte/Abby Janed, RYC; 3) Vince Casalaina/Grace Fang, RYC. (12 boats)

SUNFISH — 1) Roy Jordan, UASC; 2) Bob Cronin, UASC; 3) Byron Jonk, UASC. (6 boats)

THISTLE - Not available.

VANGUARD 15 - 1) Nick Adamson, TISC; 2) Scott Sellers, StFYC; 3) John Horsch, TISC; 4) Kara Forman, TISC; 5) Paul Deeds, TISC. (41 boats)

WYLIE WABBIT — 1) Colin Moore, RYC; 2) The Rowlands, RYC; 3) Andy Hamilton, RYC. (10 boats)

SEASON CHAMPIONS, PART III —

WBRA Knarr Sophia



Tom Reed St. Francis YC

Last year, in his first season in the Knarr fleet, Tom Reed came in second by one slender point. "I had just moved up from a Folkboat, and kept getting called over early!" laughed Reed, president of an industrial contracting firm in Hayward. "I figured it was because the Knarr is five feet longer!" This year, Reed got his timing down on the starts, going on to dominate this large and competitive class.

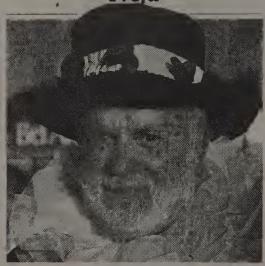
His crew for the winning season was Bob Frey, Jr. ("Our MVP"), Roger Rapp, 23-year-old son Tom Reed, Jr., and Lee Ann Chernack. The latter two also served on the Folkboat *Freja* (see next column), which Tom, Sr., is now crewing on in the GGYC midwinters. Reed, Sr., used to 'own' the Folkboat class, winning six seasons with his *Thea* since buying her in '83.

Looking for new challenges, Reed and fellow Folkboat alumni Mickey Waldear (a three-time class champ) and Russ Williams bought *Sophia* in early '98. They took the '61 woody down to Reed's Hayward shop and totally restored her, adding a new lighter mast and crisp new Shore Sails (Williams owned that loft until just recently). Waldear and Williams sail *Sophia* in the Wednesday night races, leaving the WBRA 'varsity' races to Reed.

"Winning the Knarr championship was much harder than the Folkboats," said Reed. "There's a whole lot of talent in this class, guys like Terry Andrelini, Knud Wibroe, Chris Perkins and Mark Heer. I think about ten boats won individual races — it's a pretty deep fleet."

2) **Benino**, Terry Anderlini, StFYC; 3) **Snaps III**, Knud Wibroe, SFYC. (24 entered; 15 qualified)

WBRA Folkboat Freja



Ed Welch Golden Gate YC

After 20 years of Folkboating, retired Woodside engineer Ed Welch finally put it all together this summer. "Getting a fourth used to be a good race for us," claimed Welch. "This year, everything clicked — three of our four throwouts were fourths. . . . and 1 don't even want to talk about the other race!"

Welch was quick to credit his crew, Lee Ann Chernak and Tommy Reed. "Racing a Folkboat is a team effort, and we worked really well together," explained Ed. "Lee Ann called perfect laylines and tactics, while Tommy kept the sails trimmed to perfection. I had complete faith in their decisions, and just steered. My thanks to them, and the rest of the fleet, for the pleasure of finally winning the season championship."

Welch's love affair with Folkboats began in 1954, when he was in the Navy. "Our destroyer was going up to Mare Island, and we went right through a Folkboat race," said Ed. "I was immediately intrigued." Freja, his second Folkboat, is named after the Norse god of love and beauty. He bought that fiberglass boat in Denmark about a dozen years ago, and has kept it outfitted in Shore Sails. Unlike most of the recent winning Folkboats, Freja is white, not red.

Welch and longtime crew Chernak look forward to defending their WBRA title next year. Tommy Reed, however, will venture off on his own, steering his family's speedy *Thea* against his mentor. "He'll be tough," said Ed. "I'm quite sorry to lose him."

Windansea, Don Wilson, RYC;
 Jalina, D. Thompson & E. Ashcroft, RYC. (14 entered; 10 qual.)

SBRA EL Toro, Sr. Diablo



John Amen
Richmond YC

The secret to success in the Shoe Box class? "Show up for all the races and don't capsize," claimed John Amen, the sole proprietor and only employee of Amen Sails in Petaluma. The self-described former "Capsize King" finally put it all together this year, winning his first El Toro season title by a comfortable margin.

Amen grew up locally, learning to sail in El Toros in the early '60s. He was soon tempted by other designs — FJs, 505s (with brother Bob), a Cal 29, and an Express 27 (*Locomotion*). He eventually rid himself of "lead poisoning" (and boat partners), jumping back into pure one design racing in the early '90s.

"I was shamed into returning to El Toros by Jim Warfield," related Amen. "I was sailing Bytes up at Clear Lake, when he cruised by between races and told me I needed more competition. I've been getting spanked by Jim ever since — but I take a perverse pleasure in being beaten by some of the best sailors on the planet!"

John's red Toro is a high-tech Steve Smith model, topped with a Composite Engineering carbon mast and, of course, an Amen sail. "Stiffness is the key," said John. "My boat is perfect, so any losses are due to my own shortcomings."

As a model boat sailmaker (and former national champion), Amen stays on the cutting edge of fabric and design technology on a micro-scale, which he then applies on a larger scale. "Sailing 12 races a day in R/C boats also really sharpens your skill with the rules," he noted.

2) Fred Paxton, Richmond YC; 3) Vickie Gilmour, LMSC/RYC. (25 boats)

SBRA 505 US #7875



Miller (above)/ Allen Richmond YC

"Dennis Surtees introduced me to 505 sailing 30 years ago," said Santa Cruz dinghy sailor Jeff Miller. "I was a 14-year-old El Toro sailor at the time, and was hooked from the first moment I felt the acceleration!" Miller, now a PhD biochemist by day and occasional rock guitarist at night, is still passionate about 505s. "Other than the hull and sail area, 505s are a development class," he explained. "We're always tinkering with how to go faster."

The competition and friendliness of the 505 clan also keeps Miller coming back. "Other than Dennis, my early mentors were Jim Warfield and Hank Jotz," he said. "I've been lucky to have some really great crews, too, including Bruce Heckman, Jim Maloney and, lately, Paul Allen." Over the years, Miller has owned five 505s and campaigned at least five others. He's racked up an enviable record, including winning three NA titles. He's been to ten 505 Worlds, finishing fifth twice and sixth three times.

Miller is good friends with Los Angeles 505 sailor Howie Hamlin, who won the NAs and the Worlds last year. "We've been training partners, and worked on sail development together," said Miller, who owns an '86 Hamlin-designed, Larry Tuttle-built hull with a Proctor mast and sails by Pinnell (an English loft) and Ullman. "In general, the level of 505 sailing in America has really come up lately."

Miller and Allen, who both also sail 49ers on the side, hope to race at the 505 Worlds in South Africa next November.

2) Bruce Edwards/Dave Shelton, StFYC; 3) Eric Willis/Wendy Herzberg, NoYC. (11 boats)

SBRA Lightning Hotspur



Watters (left)/Tobin Richmond YC

Ashley Tobin, an attorney, grew up sailing in Connecticut, mainly at the Yale Corithinan YC. She also spent some summers in Newport, RI, while her dad, famous navigator Wallace 'Toby' Tobin, navigated three America's Cup boats. Her husband Jim Watters, a building contractor, grew up locally. He worked as a sailmaker for 10 years (Mitchell, North), and also ran *Sidewinder* for a few years. Admiral's Cup, SORC, TransPac, Kenwood Cup — you name it, Jim's done it.

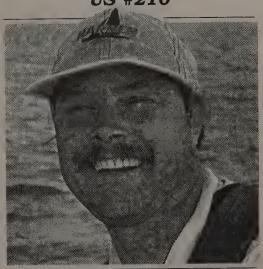
Ashley and Jim's paths crossed when they were both teaching sailing at Olympic Circle Sailing School. They began sailing 505s together, with Ashley driving and Jim on the wire. They've owned their second 505, Buckdancer, for 12 years and still love it, but their Orinda-based family is growing — daughter Lindsey is four, son Toby is one, not to mention an omnipresent yellow lab — and they needed a "cruising boat." Last March, they bought their 20-something-year-old fiberglass Lightning in San Diego, renaming it Hotspur after Ashley's first boat, a Blue Jay.

They tied for first in their first big outing, the Lightning PCCs, with Ken Richards and Tom Ducharme rotating as their third crew. They doublehanded most of the other races, or sailed with Lindsay; who mainly just watches and scarfs down oreos. "We were surprised to win the season," said Jim. "as the scoring system is still a bit of a mystery to us."

Next summer, Jim and Ashley hope to do some overnight cruises with *Hotspur*.

2) Mike Molina/Ron Snetsinger/L. Uyehara, RYC;3) Elissa Hall/Amy Arden/J. Young, RYC. (10 boats)

SBRA
International Canoe
US #210



Erich Chase Richmond YC

Marshall boatbuilder Erich Chase's 'need for speed' is unquenchable. Now on his fourth Canoe (and considering a fifth one with a revolutionary unstayed rig), he has won the local title "a few times", the Nationals twice and the NAs twice. He's been to the Internationals five times, travelling to Australia, England, Germany, Sweden and the Berkeley Circle, where he placed fourth, his best showing.

Chase, who grew up locally but has only sailed for half of his 40 years, specializes in building and sailing hi-tech Canoes, the fastest singlehanded monohulls in the world. He's one of the three best U.S. Canoe sailors, and has built most of the West Coast hulls. His own Canoe is a piece of artwork — other than the Composite Engineering mast and Amen sail, he built it all, including most of the hardware. "It had to be nice — it's kind of my business card," he claimed.

Ironically, Chase is probably better known in Rhode Island, where he has spent time working at Vanguard and on a custom C-Cat called Cogito ("the lightest, slickest one ever built!"). The latter 2.5-year, half-million dollar project culminated in Chase crewing for skipper Duncan MacLane when Cogito won the Little America's Cup 4-0 against the Aussie defenders. Afterwards, Erich and wife Denise spent five months bicycling around Australia and New Zealand.

Lately, Chase has been absorbed with soaring, piloting his new-to-him Russian-built sail plane out of Middleton.

2) Del Olsen, Richmond YC; 3) Bruce Bradfute, Richmond YC. (6 boats)

SEASON CHAMPIONS, PART III

SSS
Black Soo
Starbuck



Greg Nelson Singlehanded SS

Greg Nelson, a 32-year-old Bay Area native currently living in San Ramon, makes his living as a "network engineer for a broadband wireless internet provider — pushing packets at 100 mbps through the air." He did a bit of daysailing as a youngster, but only recently was infected with the yacht racing disease. "My road to financial damnation began five years ago after bartering a notebook computer for a Thunderbird called *Ouzel*," explained Nelson. "Of course, the supportive people in the T-bird fleet said I had to race it!"

Improvement came slowly ("Nothing is more humbling than finishing DFL!"), but was accelerated when a team of Aussie hotshots chartered his boat for the '95 Thunderbird Worlds on the Bay. Nelson crewed for the group, and came away with a wealth of information and experience. He joined SSS in '96 and was soon hooked on solo sailing — in addition to racing ODCA and some MORA races!

In '98, Nelson claims he "finally talked Donald Goring out of *Starbuck*, the original ULDB." He began a keel to masthead rebuild of the 31-year-old boat, which he characterized as "moderately fast and extremely well-mannered." Summer highlights included winning the ULDB division of the Singlehanded Farallones, and winning the SSS singlehanded season overall by under a point over Thomas Hoynes' Coronado 34 *Sabrina*. (Doublehanded honors went to Bill and Jane Charron on *Borderline*, an Olson 911-SE).

Next summer, Nelson is looking forward to competing in the SSS TransPac to Kauai. "After that, who knows?"

'Jr. Sailors of the Year'
Lasers
Spam/Yellow Submarine



Clausen (left) & Swann RYC/StFYC

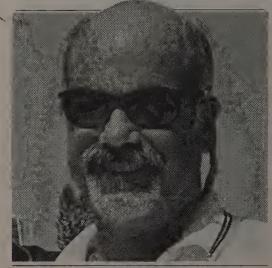
Longtime pals Abby Swann and Katie Clausen, both 18-year-old college freshman, are our 'Junior Sailors of the Year' based on winning the Ida Lewis Trophy (U.S. girl's doublehanded championship) this summer on Richardson Bay. "They're both excellent sailors and just great kids," claimed Vickie Gilmour, who has watched them grow up. "They put in the time, and deserved to win."

The duo has been sailing together since they met at age seven. They went through the RYC junior program, and then were drafted by the StFYC. Katie grew up on the Richmond Riviera in a sailing family, whereas Abby commuted down on weekends from Glen Ellen. They each own Lasers (Katie's is *Spam*; Abby's is *Yellow Submarine*), but spend most of their time practicing in club 420s and FJs. When they sail together, Abby steers and works on boatspeed, while Katie, who is slightly larger, hikes out and does the tactics.

They split up for the Bemis (Katie came in fourth crewing for Andy Schmidt) in Hawaii, and also attended the singlehanded Lieter Cup in Detroit (Katie was second, Abby was 19th). Both are now active on the collegiate circuit, Abby at UC Berkeley and Katie at #2-ranked USC. Katie has already distinguished herself, winning the Pacific Coast women's singlehanded eliminations and going on to an eighth place finish at the Nationals.

The girls hope to end their junior careers with a bang next June at the Youth World Championships in Seattle. They will each steer a boat, and we figure chances are good that one or the other might win.

'Sailor of the Year'
IACC — USA 51
America True



Dee Smith WJYC (Tahoe)

"It was easily my best year ever," said 47-year-old pro sailor Dee Smith, who lives in Petaluma with his wife Jocelyn and two Siberian Huskies when not travelling to regattas. "I was particularly proud of being on the winning Admiral's Cup team for the second time in a row."

Smith's '99 résumé includes many big wins with the Dutch 50-footer *Innovision* 7 (e.g., first overall in the IMS Worlds, Admiral's Cup), first overall in the Tour De France (*Katie*, a Mumm 30), first in the Verve Cup (*Roxanne*, ID-35), and second overalls in the Fastnet (*Alexia*), the Pineapple Cup (*Rx Sight*), and the PV Race (*Magnitude*). "Europe was very good to me this summer," noted Smith.

Auckland has been pretty good to Smith, too. A late arrival in the *America True* camp, he immediately landed the navigator spot, one of three afterguard positions. "I'm the strategist, the guy who keeps his head out of the boat," explained Dee. Like most boats Smith appears on, *America True* immediately perked up once he stepped aboard — though Dee insists it's a team effort, and he is just one part of a "really solid program."

When the America's Cup is over, Smith is looking forward to spending time at home, as well as some skiing at Tahoe. He also plans to make an announcement about a Whitbread campaign soon.

Smith will surely be nominated for Rolex Yachtsman of the Year consideration in February. In the meantime, we have bought a Casio watch to present him, along with our congratulations for being named *Latitude*'s '99 Sailor of the Year.

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My joints ached and my back hurt as I walked stiffly down the jetway after the 22-hour airship flight. "Oh, for the good old days of cheap fuel and 6-hour cross-country jet travel," I thought to myself. At least La Guardia hadn't changed much, and while waiting for my single allowed check-through bag to appear I stepped outside the terminal to sample the crisp winter New York air.

"No matter how much they refine that bio-jet fuel," I thought, "it still smells like

french fries."

I watched another one of the 900-passenger airships maneuver into position for landing, marveling at the size and efficiency of these machines, and at how air travel had regressed in so many ways.

"Max? is that you?"

It had been nearly 20 years since I had last seen Lee Helm, but that voice was unmistakable. Yes, she finally finished graduate school sometime around the turn of the millennium, and had moved east to work for a ship design and software firm in New York. She hadn't been out to San Francisco in many years, and I hardly ever made it back to the East Coast, not since air travel became so slow and expensive.

This trip was very likely going to be the last junket that my company would send me on, so I was making the most of it. I had booked a Friday evening departure that arrived late Saturday afternoon, leaving me the rest of the weekend to visit

or sight-see.

But it was all planned at very short notice, and my messages, once I tracked down Lee's latest URL, had not been returned. There was no way of knowing if she even knew I'd be out on her side of the "fly-over zone," as she used to call it. My analog letter to her last known physical address was probably lost in snail-space.

Lee! Great to see you again!" I said

an hour, even counting the line at the station. It tops out at 1,800 kilometers per hour," she explained as we walked back into the terminal, "and because it's a maglev running in an evacuated tube, it does this with almost no net energy consumption."

"Except to get it started and stopped," I pointed out.

"Regenerative braking gets most of that back," she said. "Thing is, if you don't try to drag your vehicle through a viscous fluid like air or water, you hardly need any energy at all to get from A to B, and you can get there like really really fast. I mean, the technology has been in place for decades, it just took the WTO global carbon tax and the fuel crises of '09 to get this system built."

"Did you get any of my email?" I asked.

"For sure, but I thought it would be more fun to surprise you. With only one New York airport still functioning, and so few flights, with so many seats on each one, it's was a no-brainer to guess which flight you'd be on."

"Well, you did that," I said. "And you really do look great — as if you haven't aged a day since you finished up at the university. How do you do it?"

"Just a standard orthomolecular regimen," she smiled. "Blue-green algae, wheat grass juice, elk antler and colostrum supplements, and stabilized rice bran with every meal."

"Yeah, I take most of that stuff too," I admitted. "My HMO gives me a better rate that way. . . There's my bag," I said as I pointed to the baggage carousel where my battered seabag had finally appeared. Lee snatched it up for me.

"Let's go back up to my office," she suggested. "I want to show you some of the projects I've been working on."

"Sounds good," I said. "Do we need a



namics — that muddah's gonna break da laminah flow and double our fuel consumption."

"Get outta heah!" Lee snapped back in her best local dialect.

"No really," insisted the cabbie, and he showed us a chart from the taxi company with wind tunnel results and fuel rates. "At least dirty-tree per cent more drag."

"Okay, we pay da rate indicated by dat fuel flow meetah," Lee finally had to agree.

"You could pass for a native!" I said.
"I got a good eah," Lee grinned.

Even with my bag on the roof it was a tight squeeze for the two of us and my briefcase. But I wasn't going to trust my briefcase to the roof rack, and I certainly didn't want to run up our fuel bill even more. It contained my Palm Pilot XXXVII, all my data modules for work, and a copy of the latest *Latitude* for Lee.

"Are they still using newsprint?" she asked when I mentioned what I had brought for her.

"Yes, and still in black and white," I confirmed.

"Amazing that they can afford to do that," she said. "I mean, like, that's so last century. Almost nothing is printed in real ink anymore, not since way back when the Dow was below 100,000. They must have some very loyal advertisers, willing to stick with that format."

"They know what works," I remarked.

"You look great, Max, considering you're 20 years older."

as I greeted her with a hug. "Have I changed that much?"

"You look great, Max. I mean, considering you're 20 years older and you've been traveling for like a day and a half."

"Air travel isn't what it used to be," I sighed.

"I'm just back from the D.C. office myself," she said, "but it least it's an easy commute on the ground. The trip up on the Amtrak vacu-mag takes less than half Lee nodded, and flagged down one of the little hybrid bio-gas/photo-voltaic/ wind-assisted two-passenger cabs.

"Got room for my bag?" I asked tentatively.

"Shew-ah. Put it on da roof," answered the cabbie, as he pressed a button that made the roof rack extend from its perfectly flush retracted position on the right side of the cab's big rigid dorsal sail. "But I gotta charge you extra for bad aerody-

- WHAT A LONG, STRANGE TRIP IT'S BEEN



I saw the bowsprit carry away the chainplates of the mast I was on. The shrouds and ratlines went slack from below. I remember spars splintering and rigging popping like rubber bands....

"But tell me about the sailing scene on this coast. Do you race much in Long Island Sound?"

"In the spring and fall when there's a little wind, sure. And like, with the easy commute on the vacu-mag, I usually crew for a boat out of New Bedford, in Buzzard's Bay, for most of the summer. There's like, much more wind there than in the Sound, but it's nothing like S.F. Bay. Organizing races has been difficult for most of the clubs, though. No one can afford to run powerboats anymore so RC is hard to find. And all the government navigational buoys are gone, so unless you can find islands to use as marks, you really need a powerboat to set the course."

"That's one advantage we still have in San Francisco," I said. "Some good natural marks. And YRA still maintains a few racing marks. It's been over ten years since the last floating government nav aid was discontinued and the Coast Guard's buoy tender fleet was scrapped. With differential GPS in everyone's wrist watch, there was no way they could justify the expense."

"A few clubs have experimented with virtual marks," noted Lee, "but they never seem to be able to keep all the displays calibrated to each other well enough for tight rounding situations. Anyway, the

good news is that the corporate sponsors have pretty much gotten out of the game, and that's allowed the sport to grow again."

"Don't you think some of this recent growth is because powerboating is essentially dead?" I asked.

'That's helped sailing in general, for sure," Lee allowed. "But racing is something else. It was being turned into a spectator sport by the sponsors. Fortunately they just couldn't make it that exciting to watch, no matter what they did to the format, and some of the biggest corporate sponsors turned their attention to powerboat racing instead. Then IOC of course dumped sailing from the Olympics as soon as the sponsors seemed to be losing interest, for like, the exact same reasons, and that's when local participation really started to pick up again. Although I'll admit you don't see as much of it broadcast live on the web anymore.'

"The best thing that happened on the Bay," I said, "is that they finally phased out almost all of those high speed ferry routes. The fuel was becoming much too expensive. A few of the wing-in-ground-effect ferries still fly on a reduced schedule, but the subsidies ended and the tickets are prohibitively expensive."

"We have a few fast ferries here, too, but small fast boats are so inefficient that you have to pay trans-nasally to ride them. Glad to hear you don't have to worry about them anymore. And like, by now the Bay has probably recovered from that America's Cup defense. I mean, I thought that would kill off your local sailboat racing for sure."

"Almost did," I said. "For two full years you couldn't get a race permit if your life depended on it. And none of the boat yards or sail lofts would even talk to you."

Our taxi, assisted by a brisk northerly, sped across the Triborough Bridge into Manhattan. Traffic was light; and in a few more minutes we were across town on the Upper West Side.

"Your office is on upper Broadway?" I asked as we pulled up the curb at 80th Street.

"No, but first we're going to download dinner at my favorite restaurant. It's been here as long as I can remember. It's like, an institution. My treat."

"About time Lee paid me back for all those meals she mooched at my yacht club over the years," I thought as we walked into the original Artie's Deli.

"The hot pastrami is like, to die for," said Lee.

"Corned beef for me, as long as I'm cheating," I said as I read the menu on the wall. "But I'll pay when my HMO sees the results in my monthly hair test. They charge extra for high-risk food consumption, and nothing gets past them."

"Not to worry, we'll have a probiotic dessert that will metabolize most of the marker toxins," she assured me.

Dinner was wonderful, a meal right out of a time capsule from the mid-20th Century. It would be worth the surcharge on, my HMO bill. And as we ate, Lee explained her latest project at work.

"Ships are still the most energy-efficient way to move things around," she asserted, "as long as they're big and slow. Especially with air freight priced out of the market, the industry is booming. Ships are big, but crew is still one of the biggest costs."

l nodded. "So you're involved with ship automation?"

"We've got our crew down from 24 to six. But training is expensive, and if we had on-board cadets we'd lose a lot of the crew-reduction advantages. I'm involved in the virtual reality training systems."

"You mean bridge simulators?" I asked. "Those have been around for a long time, haven't they?"

"Ours simulates the whole ship, in VR. All you need is the headgear and the cybersuit. Gobs of spin-off applications, too, from cybertainment to dildonics."

I sighed. "Another brilliant engineering career, lost to the lure of computer

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graphics. It's the same old story, even after 50 years!"

"Wait 'til you see what I've cooked up for you," she said as we washed down our sandwiches with cream soda and waved our charge chips at the exit reader.

"Mine," I insisted. "I'm on company expense account."

But my chip beeped an error message, and Lee explained that she had already set a preemptive charge preference on her Artie's account, so if we both tried to pay then the charge would go to her.

Instead of hopping another cab downtown, we took the subway — essentially unchanged since I had last ridden it back in the '90s.

"When this system was designed circa 1900," shouted Lee over the noise, "the relative cost of energy was not too different from what it is now. So like, for low-speed urban mobility, the technology is still close to optimal."

A few minutes later we were in Lee's simulation lab. Along one side of the large room was a ship's helm, with engine room

signals and bridge windows lining the wall. Each window appeared to be a large computer screen.

"That's just an antique, here for show only," she said, dismissing the mock-up as irrelevant. "Here, put these on. And this, and this. . ."

I was handed a VR helmet, not unlike the ones my grandchildren play games with. Also a kind of jump suit with what looked like an array of hydraulic actuators all over the exterior, and special gloves and boots.

As Lee zipped the various parts of the suit together around me, attaching the required wires and pipes, she explained that as soon as the system read the appropriate files I would find myself at my own yacht club for their 1900 New Year's Day Turn of the Century race.

"The food might taste a little like tofu," she apologized as she clamped down the helmet. "I mean, this ain't the holodeck. This is real-world technology."

For a split second I saw nothing but blue, then a flashing "C:\>", and then an unbelievably seductive woman in a low-cut evening gown was sitting on my lap asking me if I wanted to make a lot of money very quickly.

"Sorry about the spam, Max," interrupted Lee's voice as the woman evaporated.

The display went dark again, and when the video came back up I was standing at the end of an old pier, with my seabag, looking out onto San Francisco Bay. It was my harbor all right, but there was no marina, and no floating docks at all, and most of the houses on the hillside were missing. About a dozen or so old boats were moored where the marina should be, if I had my bearings correctly. And a small clubhouse was located about where my present yacht club would eventually be built. There was hazy sunlight warming my face, all that could penetrate the thin layer of winter tule fog. Several dozen small lateen-rigged fishing boats, which I



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- WHAT A LONG, STRANGE TRIP IT'S BEEN

took to be feluccas, were moored to another pier. A few small catboats appeared to be engaged in tending crab traps, while a larger junk-rigged vessel, presumably a Chinese shrimper, was drifting down the channel with the tide. Gulls circled over the fish shack, and a sign advertised fresh local oysters at only a few cents for a dozen.

I found myself wearing canvas pants with deep side pockets, and the simulator had thoughtfully provided me with a handful of appropriately dated change. So I hove up to the oyster bar and ordered a half dozen.

"Not bad, Lee," I said to the air as I tasted the first oyster. "But I see what you mean about the tofu taste."

"Who in tarnation are you talkin' to?" said the kid who had just sold me the oysters. "and what in blazes is tofu?"

"Never mind," I said. "I'm new here." And I walked over to the yacht club to see about getting a crew spot in the race. Excuse me sir, are you a member here?" asked the club official who opened the door for me.

"No, we're just having our skipper's meeting," someone finally mumbled.

"We're corinthian yachtsmen, by golly," proclaimed another member, "and we don't need no hired crew to get drunk and be hung over for us, like at that other

"Enough of the rules, let's go yacht racing!"

"Why yes, as a matter of fact," I answered. "But I won't be here until. . . I mean, I haven't been here for a long time, so I doubt anyone will recognize me. I'm supposed to crew in the race today."

"Very well," he said as made a gesture inviting me to enter the building.

"Is anyone expecting a new crew?" he announced to the members sitting at the bar.

The room contained the aftermath of a huge party. Bottles, broken glass, sticky spots on the floor. A huge banner that read '1900' was draped across one of the walls. No one seemed to want to move or speak.

"Uh, did I come at a bad time?" I asked.

club!"

A few of them laughed, and a few more of them groaned. "Enough of the rules, let's go yacht racing!" shouted one of them, and they stumbled to their feet and charged the door, the last one out slamming it behind him. I was all alone in the clubhouse, except for the 'steward', as he was called, and one club member — who I thought I recognized from an old picture — who was left snoring on the couch. But a few seconds later the door swung open again.

"Hey you, did you say you're looking for a berth?" said the racing sailor.

I nodded.

"Ever raced on the Bay before?" He

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asked.

"Most of my life," I answered honestly. "Good, consider yourself signed aboard. Don't know about your experience, but we need some beef, and you look young and strong."

That was a surprise, at my age. I glanced in the mirror over the bar on the way out, and sure enough, the simulator had me in the body of a teenager.

I followed the rest of the crew to the pier, then down a ladder to a waiting tender. We were rowed out to a schooner about 45 feet long that was moored nearby.

I tried hard to be useful as we rigged, but procedures weren't quite the same as what I had known, even from racing a somewhat similar boat in the Master Mariners Regatta. But I could at least tie bowlines and knew how to help keep the mast hoops from sticking as we raised the big gaff main. We slipped our moorings, and drifted out towards the Bay.

Despite the informal nature of this race, a significant fleet of spectator boats appeared. One large launch — I wasn't sure if it was steam or naptha — seemed to be rooting for us. On board were a num-



I tried hard to be useful as we rigged, but procedures weren't quite the same as what I had known...

ber of women in elaborate white dresses holding parasols. They offered to tow us to the starting area, and since it was absolutely flat calm we graciously accepted.

Somehow I expected the Bay to be as I remembered it from my youth, filled with buoys and lighthouses, before differential GPS and chart plotters made fixed and floating navigational aids obsolete. But buoys were scarce in 1900, and I didn't hear a single bell or whistle - only the fog horns of various ferry boats. We would use Alcatraz as a mark, and Blossom Rock buoy as another. Stake boats would serve as additional marks. If we could find them in this fog, that is.

"Should we toss the tow boat a bag of sweets for their trouble?" I suggested as we cleared the towline.

But the skipper just laughed, and studied the tide on the anchored RC boat. "Which side of the course do you think will be favored, Max?"

"Don't know," l said. "Haven't seen a tide book yet. Got one on board?"

"Tide book?" he laughed. "What would that be for? I can see we're in the middle of an ebb, and I know we have a strong flood coming in an hour or two."

"Would you like me to plot some courses for you?" I offered, since I was pretty sure I still remembered how to us parallel rules and a paper chart.

"I know the Bay," he assured me.

Just out of curiosity, I unzipped my seabag to see what I would find inside. The contents were unchanged. The Palm XXXVII with GPS module, and even my copy of Latitude from 120 years in the

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— WHAT A LONG, STRANGE TRIP IT'S BEEN

future were all there. I turned on the power and, to my surprise, saw the usual chart display with a reasonable position plotted on it. "Something to keep up my sleeve," I thought.

"Where'd you get that fancy-delancy seabag?" one of the crew asked.

"It's made of 4DL sailcloth," I tried to explain. "You see, the fibers are embedded in a substrate that supports a particular kind of recombinant microorganism. When a sail made of this material starts to get weak with age, you just sprinkle some spores all over it, then fold it up and put it away wet. After a week the little bugs have rebuilt the fibers to almost like-new condition."

"That's rich," he said, slapping his knee. "We've got micro-whatever-they-are in our sailcloth too. 'Cept with Egyptian cotton, when you put 'em away wet they takes a new sail and makes it old, not the other way 'round."

The race did not start in the low vis-

ibility, somewhat to my disappointment because of the extra technology I was packing. Instead they wisely postponed for an hour, and finally a north wind blew up and the fog cleared to reveal a bright, sunny, and almost warm winter day. We set our big 'jackyard topsail' on the mainmast, a sail that went up and down with its own spars on the luff and leech.

It was complicated, but the extra height it added to the rig really made the boat come alive. We waited for the starting signal and crossed the line in good style with clear air, broad reaching to the first mark.

We were doing well as we rounded the first stake boat, but had too much sail up for the next upwind leg. So we struck the jackyard topsail, replacing it with a working topsail. I was getting the hang of this, although I had neglected to bring sailing gloves and the hemp rigging was hard on the hands.

At the next mark we were back in second place, behind a big cutter that was much more close-winded. But with the jackyard topsail up, maybe we could pass

on the next leg, a long close reach. So we sent the sail up again, and that's when something fouled one of the halyards. It wouldn't go up all the way, and wouldn't come down.

"It's the topmast runner," said one of the crew. "Caught in the halyard block. Someone's gotta go up and free it!"

They were all looking at me. This was my big chance. Lee had thoughtfully programmed my suit so that I had the strength and weight of an 18-year-old, and I sprung up to the spreaders with ease. The view was fantastic, watching the Bay go by through the wooden spars and hemp rigging. Ferries, feluccas, oyster boats, shrimpers, steamers, even a dozen or more square riggers at the San Francisco piers. Cape Horners, no doubt. No bridges and no airports anywhere in sight. Just green hills, some of them wooded, some of them bare grass, where I was used to seeing housing developments.

"No dawdling to sight-see up there!" shouted the skipper. "Clear that halyard!"

But it was stuck solid, a bight of the runner having been sucked into the





jackyard throat halyard block during the hoist, and then everything had jumped the sheave of the crude wooden block.

"This may take some time," I shouted back. "And I'll need a little slack on that halyard that pulls the topsail mast up."

"Dammit, I thought you said you knew what you were doing," he bellowed back. "We're not going to fetch, and we can't tack unless that runner is free. Not with the topsail set, anyway."

I struggled for a few minutes, and then noticed that we were converging rapidly with the big cutter that had passed us on the upwind leg. They were to leeward, but sailing a lot higher.

"Haul off on the mainsheet!" ordered the crew boss. "They're going to luff'us if we try to pass this close."

The two boats drew together as I worked feverishly on the jammed block.

"They can't luff us now!" I yelled down, remembering the old racing rules from before the 1996 re-write. "You're ahead of their mainmast, if you sight abeam, so you can call mast abeam!"

"Bilge!" he yelled back. "If they can hit us forward of our main shrouds, they have the right to luff. We'll be out of the race and the collision will be our fault!"

"Don't you know anything about the rules?" added another crew. "He can luff and you can bet he will. Hold on, we've got to avoid them one way or another."

The big gaff cutter seemed to slow a little in our bad air, and for a while I thought maybe we would keep clear.

But they had the momentum they needed. We might have had mast abeam, but their bowsprit was still well ahead of our mainmast. Then they made their move, luffing up sharply. Our helm went down too, but their bowsprit poked right into our bulwarks. To my horror, I saw it carry away the chainplates of the mast I was on. The shrouds and ratlines I was clinging to went slack from below, and the momentum of the collision made both boats turn to starboard, causing us to tack. But the runner was still fouled.

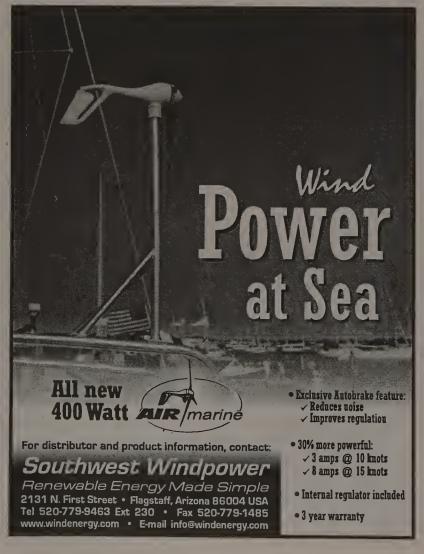
It's not entirely clear what happened next, but I remember spars splintering around me and hemp rigging popping like so many rubber bands. The rig was coming down, and I was falling, clinging to sheets of stiff canvas sailcloth.

The next thing I was aware of was a splitting headache. I cautiously opened my eyes, not knowing if I was still in the simulation or back in Lee's lab in New York. I was gripping a blanket, looking up at a strange surface. A turn-of-the-last-Century hospital or ambulance of some sort? No, I recognized that surface. It was the underside of my cabin table, on my own boat. I was on the cabin sole. Something lumpy was under my head, and it felt like scratchy paper. It was the copy of Latitude that had been in my seabag.

But why was I on my own boat, and where was Lee? The date! With hands trembling, I read the cover of the magazine: January 2000. January 2000, not January 2020. What a relief. What a hangover. What a bad dream!

"Max!" called Lee's voice from the cockpit as she banged on the hatch. "New Year's Day Regatta, remember? Time to go yacht racing."

- max ebb





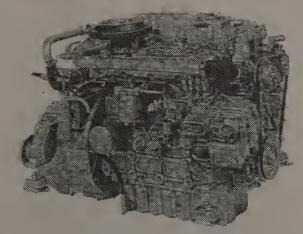
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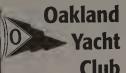
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CONFESSIONS

aja Ha-Ha VI, The Millennium Edition, was to be my first trip to Baja California on any form of transportation. It all started when I ran into Peter Lange at a function in the City totally unrelated to sailing. I spotted his friendly face across a room crowded with strangers and we fell into talking — inevitably — about sailing. He informed me that he had recently purchased a Lagoon 37, and that she was laying in Ensenada, awaiting the time to head up to San Diego to join the Ha-Ha. Peter, who didn't know me all that well and had never sailed with me, invited me and my eight-year-old son to come along. He even suggested that I should ask a

After much internal and external debate, I chose not to bring my son. After no debate at all, I invited my sailing buddy Dave Opheim from the Tiburon YC. Peter's friends Scott Satterwhite and Kevin Edwards would also be part of the crew, and Peter also enlisted two women from Florence, Italy, Patrizia Antonini and Paola Esteri, who would become our most excellent chefs. And when we met Edda Rottscheidt, a German woman working for Siemens in Silicon Valley, at the Latitude Crew List party in October, our crew of eight was complete. While at the crew party, we decided that our Halloween costume theme would be Austin Powers since Dave does Austin even better than Mike Myers.

Dave met me at the San Diego airport the day before the Ha-Ha start, and regaled me with tales of how hard the crew had been working the last couple of days. And that evening it seemed as if nothing would go smoothly - except the graphics which Kevin and Scott applied to Adia's hulls. For example, Dave broke a plastic part on one engine that we couldn't quickly replace; when we took the dinghy out the engine died; and Edda and Dave couldn't do the laundry because the laudromat had closed. Everything was conspiring to make for a late start the next day. Nonetheless, with Supertramp's Lord Is It Mine? playing in the background, we took a break for a glass of champagne to rechristen the boat Adia — which means 'God's gift' in Swahili. "Yes it is!" Peter declared.

Due to all the last minute problems, we started the Ha-Ha three hours late. Scott and Dave graciously stayed behind to work on the Merc while the rest of us went out to the starting line to get our pictures taken with the spinnaker up. The Poobah and I had promised everyone a photographer in a helicopter, but we couldn't find him. So we gave up and went back for our dinghy — and Scott and



Dave, too.

Once we started sailing, all our prestart cares fell away. While Dave drove, I got a kick out of watching the GPS for the moment we crossed into Mexican waters. Unfortunately, I misread the chart and missed the magical moment. When I later went down to my cabin for an afternoon siesta, I discovered that I could look through the escape hatch and see the water flowing past. It was an incredible blue.

Since there were eight of us on a 37-foot boat our sleeping arrangements were somewhat flexible, but mainly I shared a forward cabin with Dave, while Patrizia and Paola had another, and Edda and Peter shared the aft cabin. Kevin and Scott got the salon. None of us were couples, but it seemed perfectly natural to share a bunk with a buddy, even one of the opposite sex. The boat was a bit crowded with eight people, but we managed — and it afforded us the luxury of two-person

three-hour night watches.

The first evening out a few of our crew began to feel seasick. Some of us took a half-dose of Stugeron, the Mexican overthe-counter drug that has yet to be approved by the FDA. I okay until everybody starting talking about seasickness, so I took one. During the course of the trip, I took a half-dose of Stugeron three times when I started to feel queasy. Each time it worked like a charm and without side effects.

Peter assigned me to the 0300 to 0600 watch on the first night, so I hit the bunk early feeling the boat was well under control. During the middle of the night, however, I was awoken by some unfamiliar noises — rushing water, a loud slamming, and flailing sails. I kept thinking that I should get up to check and see if everything was okay . . . but I didn't. And when I was awoken for my watch — no problema! The winds were in the high teens and we were on a lovely broad reach

OF A BAJA VIRGIN



fine — as she would on all her watches.

We had a cold and overcast third day - but we made good time. During the evening l hit our high for speed under jib - 12.1 knots while the rest of the crew was enjoying a full course Italian meal. The sailing was so great that Peter and I shared a conflict: we both wanted to see Turtle Bay but didn't want the sailing to end. We agreed that a Pacific Cup would be something we could handle.

Adia crossed the finish line some five miles outside of Turtle Bay just before midnight. When we did, a pod of dolphins greeted us — and then escorted us in for a magical hour of excellent sailing to the bay itself. Weary but happy, we found a good spot to anchor close to the pier, dropped the hook, and were out by 2:30 a.m.

On Friday, we dinghied into greater met-

ropolitan Bahia Tortugas. There, Steve Willison of *Gaelic Swan* introduced to us Miguel, a genial Mexican with minimal English who would become our guide—and partner-in-crime. The main beach at the village is fronted by a Modelo stand, and Dave bought a celebratory round of *cervezas* for everyone. Carrying the beers, we headed up into the main part of town. A few blocks up, we passed the *policia*—where a very polite gentleman in a t-shirt uniform asked us to pour out the beers, which we did with equal politeness.

Miguel took us around town to the many little *mercados* where we were able to purchase everything we needed — which wasn't much as we'd provisioned well in San Diego. Dragging Edda along for security and translating, I tried to find an *estetica* to get a manicure and pedicure. I had especially hoped to find the reputed transvestites' salon. But I couldn't find them, not in the beauty parlors — or the disco we visited later that night. Dave

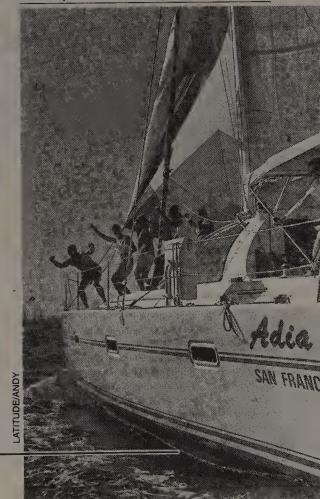
is convinced that the Turtle Bay transvestites are a hoax.

For lunch, Miguel took us to the Restaurante Moroco Bar, where we ate with our friends from *Senjero*. Several of us ordered *tacos dorado*, assuming they would be fish tacos. They turned out to be fried shredded beef tacos. Fortunately, they were delicious — and hadn't been ordered by any of the vegetarians.

After lunch, Miguel guided us to the Cuartas Aguilar motel, where a señora let us take showers for \$2.50 each. This small, simple motel was clean and delightful, and I would have thought nothing of staying there. The pastel-colored stucco houses, the dirt streets, the friendly people, and particularly the children charmed us. We fell in love with Turtle Bay!

Speaking of falling in love, throughout the Ha-Ha party at the Vera Cruz, the dancing at Babizury's Disco, and the Beach Party on Saturday, romances seemed to be blossoming — and this would continue throughout the trip. While many of the Ha-Ha participants were middle-aged or older and married, there were plenty of younger single folks. Our boat alone was the genesis of four new romances; one within our crew and three with crew members from other boats. It was the best single's scene l've ever been

Reved up at the start of Leg 2.



under main and jib. We were sailing above our course, however, and the avid sailors among us would often repeat throughout our trip, "I wish we had a whisker pole so we could sail downwind."

On the second day, we caught two bluefin tuna one right after the other. The only trouble with hooking a fish was that we had to douse the chute and slow waaay down. We killed the fish — as we would our future catches — as humanely as possible by spraying Myer's Rum into their gills. After the Myer's was gone we substituted Kalua. The fish drank even better than we did.

Late that second afternoon Scott took over the wheel from Dave and immediately started hitting speeds in the 12s, including a Ha-Ha top speed for *Adia* of 12.6 knots. Paola, a novice sailor, became scared that she wouldn't be able to handle her shift. We struggled with the language barrier to reassure her that there was no problem. But she stood her watch and did

CONFESSIONS







Clockwise from upper left: Dave and Peter hook a big one; Kevin was our sushi chef; still life with Italians; dinner at 12 knots; the fruit and the bread were hung in separate nets over the galley counter. Thanks to our Italian chefs, we ate a gourmet meal each night while underway. Photos courtesy 'Adia'.





part of!

While most of the Ha-Ha fleet was sleeping, a minority went dancing Friday night at the disco. The place was bright purple, clean — at least when we arrived — and creatively decorated for Halloween in a graveyard motif. The music was mostly American dance mixes with some Spanish disco music — muy excellente — thrown in. Besides those of us from the Ha-Ha, there were lots of young Mexican men, a few young women, and a few older couples.

We danced barefoot on the concrete floor until our feet were sore, then when we got back to our dinghy at 1:00 a.m., the engine wouldn't start again. Arrgghh! The *policia* were there helping us, and we got a tow from a *panga* driver who charged

us \$1 each. Like the *policia*, everyone in Turtle Bay was very polite and welcoming. During the day, for example, the small children we had passed in the street very sweetly asked for pennies — and thanked us graciously when we gave out small change. We also gave coins to the big kids on the beach who helped us land our dinghy.

In the morning, the *Adia* men huddled around the Mercury outboard. They cast a magic spell known only to guys that got it to work again. This mojo apparently requires the participation of at least four adult males.

For the beach party that afternoon, our crew of eight donned our Austin Powers costumes to prance among the throng. The Mexicans were selling beer for \$1 and

mixing dance tunes on a cassette deck. When dusk fell we regrouped for another trip to the disco. We pretty much danced til we dropped!

There were many more Mexicans at Babizury's than on Friday night. We gringos were definitely the minority. The DJ played more Spanish music, which was totally rockin'. Everyone got along fine even though the dance floor was packed.

The following morning, we arose early to prepare for the start of the 240-mile second leg to Bahia Santa Maria. It turned out to be another two-fish day, as we caught a large mahi mahi and a smaller yellow tail. Kevin immediately went into his sushi san mode. We had left the cool weather sailing behind us and enjoyed the warm sunshine of Baja Sur.

OF A BAJA VIRGIN

We later rendezvoused with Eric Beach's Kelly-Peterson 44 Maluhia to try and find an offshore sea mount to dive on. These sea mounts are homes to a tremendous number and variety of fish. We weren't able to find the sea mount, but the rendezvous hadn't been a waste, as Maluhia kindly passed over some extra salt. We'd lost ours and our Italian chefs had become distraught without it.

Because of light winds, we did a lot of motoring on Leg 2. But on the evening of the second day, the breeze came up to eight knots and I convinced Peter to shut down the motors and start sailing again. Fortunately, the wind built throughout the night, and at first light we crossed the offshore finish line on a glorious reach.

The guys got the hook down in Bahia Santa Maria as the sun rose over the land, turning it bright red. The guys made tequila sunrises to celebrate. We women slept through it.

We got so lazy in Bahia Santa Maria that a crew member from the committee boat actually came by in a dinghy to see what was keeping the party crowd from enjoying the party ashore. A mysterious Señor Kojak had showed up out of nowhere with a big tent, lots of food and lobster, and a whole staff. So we went to shore and had our wettest dinghy landing yet! I was wearing shorts and a tank top — I should have worn a wetsuit. I envied Scott and Kevin, who took off surfing. They reported that they caught some good waves.

I chose instead to dance to the great rock band from La Paz that had appeared on the remote beach, and to interview my fellow ralliers. We never did find time to climb the majestic hills overlooking the bay and the Pacific, and when, at the end of the rally, the Poobah asked everyone if they would have liked to have a 'nature day' in Bahia Santa Maria, the answer was an overwhelming "yes!"

As darkness fell at Bahia Santa Maria, the festivities on the beach quickly shut down and everyone returned to their boats. Our crew was just hitting our stride, however, so we hosted, "disco on Adia." A bunch of Ha-Ha'ers showed up on our boat, and we started making sundowners while Peter was in the shower. We were a little worried he'd be mad, but it turned out he'd invited all those people! The cocktails and the pheromones really flew that night, and flirtations and matchmaking were the primary activities. Not everyone made it back to their own boats that night; a few had to be dropped off in the morning.

The final 180-mile leg would begin at 7:00 a.m., so we woke early to

get a good start. We would have beat our rivals on the Lagoon 410s at the line, too, but they motored! Justice prevailed later in the day under 8-10 knot winds, when we gained so much on one of them that we were about to pass them. But just then Dave hooked a 51-inch mahi mahi! We had to take down all sail to slow the boat enough to pull the beast aboard.

Despite winds that diminished that night and into the next day, we continued to sail. The crew revolted, however, when our boatspeed dropped to two knots. So we cranked up the iron genny for all but the last 20 minutes of the

third leg. It was great being able to sail that last bit, and we let out a big cheer and celebrated with piña coladas as we crossed the finish.

I had mixed feelings about getting to Cabo. The sailing was over, and I felt a little uncomfortable being single and unattached. But once inside Squid Roe I loosened up and got into the festive spirit. At one point I look around and see one of my co-workers across crowded dance floor. I hadn't seen him in two weeks, and



We arrived in Cabo San Lucas thinner, tanner, less stressed and less clothed than we were when we left the U.S.

now here he was, 1,200 miles out of context! It was weird. I danced with my crew, my co-workers, my clients — and total



The groovy 'Adia' crew at the shagadelic Turtle Bay beach party; from left: Chris, Dave, Patrizla, Paola, Peter, Scott, Edda and Kevin.

strangers. It was so much fun that we resolved to return to Squid Roe every night.

After crashing at 2:00 a.m., I assumed we'd be sleeping in on our first morning in Cabo. But Dave was up early in our cabin announcing loudly, "Time to get up, we've got to check in!" I gave him a most evil look because I assumed he was joking. I kept waiting for him to laugh and jump back into bed. But it wasn't a joke—and it wasn't even 7:45 a.m. either!

Cabo San Lucas reminded me a bit of a Waikiki in the making, with big resorts and resort prices. But the air was a perfect 90° and the water was 85° and so clear you could see the bottom at 20 feet. In the afternoon we had a blast doing our laundry and hanging out at Olé Olé, a restaurant right on the marina. Before long, it was twilight and we'd already missed half of the Ha-Ha Beach Party. Once there, we enjoyed the cheap food at the Sand Bar's taco stand and meeting up again with all the friends we'd made. We'd intended to return to Squid Roe that night, and talked it up with our fellow ralliers, but we wanted to return to the boat first, get cleaned up and take a 10-minute power nap'. I was wound up from the day's activities, but finally drifted off. When I got up to use the head, it was dark, quiet - and midnight. The party boat slept through Squid Roe that night.

In the morning, Maarten Kalway from Senjero and Marlaina Pipal, who'd flown down to join us, cooked pancakes on Adia,

CONFESSIONS OF A BAJA VIRGIN

and Bernard and Neil from Senjero came over for breakfast. Later we took the dinghy out to Los Arcos' Playa de Amor—better known as Lover's Beach. Marlaina describes the place as "a cosmic zone with towering granite and low sculpted granite forms, standing between two major water bodies, Mar Pacifico y Mar de Cortez."

On the Cabo side of the beach, a cleancut Mexican named Jesús had set up a Bud Light display — and offered us as many free beers as we wanted. On the Pacific side, there was another friendly Jesús. He was building a thatch lean-to with palm fronds to be a beer and soda concession.

At the awards ceremony, the multihull division was the last to be announced. The *Adia* crew was all shocked and thrilled when we got first place! It was doubly fun because I was playing Vanna White handing out the awards, and I got to give the first-place ribbon to Peter, my skipper.

When the award's ceremony was over, it became fully apparent that the Ha-Ha, too, was over. Dave and I still didn't have a place to stay for the night, as *Adia* would be leaving for La Paz at the crack of dawn. I was feeling very anxious about it and a little tired of the group thing, as getting eight people to move in the same direc-

tion at the same time was close to impossible

Fortunately, Edda led us to the Cabo



Pam chats with a guest in the courtyard of the Cabo Inn.

Inn, where she had stayed the night before — and which was beyond any expectations I had. The inn was a remodeled, redecorated, and beautifully landscaped Spanish-style villa. The American owners, Pam and Gary, were friendly, and the room was just \$48. I highly recommend it. Dave and I slept in waaaay late, so luckily the Cabo Inn has a flexible attitude about checkout time. They even watched our stuff while we scoured the back-street mercados in search of trinkets to bring home.

The cab ride to the airport was scenic, with a view of the Sea on one side and vegetation resembling southern Arizona on the other. We checked into the airport thinking we had an hour to kill, so we settled in with beers and pizza while the 49ers played on TV. Then the check-in agent from Aero Mexico came running up to shoo us onto the plane. We thought it was 4:10 p.m. when it was actually 5:10 p.m.! I still haven't figured out how I made that mistake.

A few days after we got back, Peter invited me to return to *Adia* in La Paz on Christmas Day for a two-week New Year's holiday. This time I'll bring the eight-year-old

- latitude/cw

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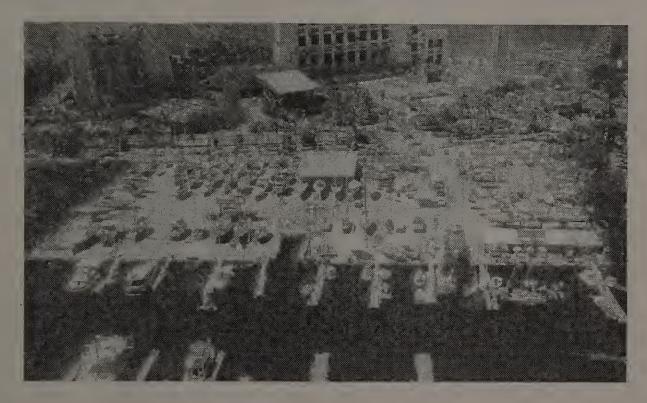
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THE RACING

Other than some big regatta down in Auckland, this was the slowest month we can ever remember for racing news. Still, we still managed to fill the pages with reports on **five midwinter races**, picture essays on the **Golden Gate Midwinters** and some of the more **prominent boats of the '90s**, the preliminary entry list for February's **San Diego to Puerto Vallarta Race**, and the usual random **race notes** at the end.

AYC Estuary Midwinters

The second Alameda YC Estuary Midwinter race occurred on Sunday, December 12. A savage storm lashed the 24-boat fleet, dishing up winds over 80 knots and 30-foot waves. Ten boats were dismasted, and two of the open-cockpit Columbia 5.5s ultimately sank. EPIRBS and liferafts were deployed up and down the Estuary, but thanks to the quick response of the U.S. Coast Guard there was no loss of life.

Just kidding! "It was another tame day on the Estuary," said *Drummer* syndicate member Alan Weaver. "There was barely enough wind for a race, and nothing remotely exciting happened."



Mr. Versatile — Stocktonite Jim Warfield scored back-to-back wins in mid-December, sailing his Ei Toro one day and his Columbia 5.5 the next.

BIG SPINNAKER (0-189) — 1) **True Grits**, Express 27, Jay Montgomery; 2) **Vitesse**, SC 27, Grant Hayes; 3) **Quickie**, Capri 25, Jack Matievich; 4) **Spridle**, Moore 24, Mike Faber. (8 boats)

COLUMBIA 5.5 — 1) Chaos, Jim Warfield; 2) Drummer, Weaver/Sankey/Sadeg; 3) Bandit,

Shepard/Hawkin. (5 boats)

LITTLE SPINNAKER (190-up) — 1) Victoria, Santana 20, Vince McPeek; 2) Dominatrix, Santana 22, Heidi Schmidt; 3) Pink Tutu, Santana 2, Deborah Lage. (5 boats)

NON-SPINNAKER — 1) Popeye & I, Cal 9.2, Rui Luis; 2) Dancing Giri, Catalina 30, Steve Curtis; 3) Crinan, C&C 30, Don Blood. (6 boats)

LMSC Robinson Midwinters

The first '99-'00 Lake Merritt SC Robinson Memorial Midwinters took place on the clear, cold day of Saturday, December 11. Twenty-five dinghies sailed three races on Oakland's saltwater pond in typical winter winds, i.e. light to none.

Jim Warfield put his 50+ years of experience on Lake Merritt to good use, posting a 1,2,2 record to dominate the El Toro fleet. Meanwhile, 13-year-old pebblestar J.V. Gilmour — who had shown up to help



J.V. Gilmour is branching out, too. . . In addition to winning the El Toro, Jr. class at the RYC midwinters, he just won his first Laser regatta.

his mom Vickie run the races — managed instead to borrow a Laser and beat the local munchkins in his first foray into that



class.

In January and March, the rest of the Richmond YC advanced and intermediate juniors will take a road trip to the Robinson Midwinters, doubling the size of the event. Adults are encouraged to join the fun, too — it's just \$6 a day (\$5 if you belong to US Sailing), and the grilled hot dog lunch is \$4.

Lake Merritt SC currently consists of about 36 families, all of whom pay only \$24 a year for dues. "It's the best bang for the buck on the Bay," claimed Commodore Vickie Gilmour. "Most of our members also have bigger boats, so we're in the process of joining YRA again."

EL TORO — 1) Jim Warfield; 2) Tom Burden; 3)



Typical midwinter action on the Bay — you wish! It's actually a file shot of the SC 70 'Mirage' going about 20 knots off Año Neuvo.

Dave Vickland; 4) Walt Andrews; 5) Fred Paxton; 6) George Morris; 7) Gordy Nash; 8) (tie) Mike Hockin and Steve Lowry; 10) Pete Blasberg. (12 boats)

LASER — 1) JV Gilmour; 2) Shawn Law; 3) Ward Furcher. (5 boats)

LIDO 14 — 1) Joe Doering. (2 boats) HOLDER 12 — Del Locke. (2 boats)

BYC/MYCO Midwinters

The second of four Berkeley/Metropolitan YC Midwinters was held on the sunny and dry weekend of December 11-12. Saturday's 'varsity' gathering was apparently a bit of a fiasco, while Sunday's smaller race was just about perfect.

Saturday's race started right on time at 11:30 a.m. — a mistake in retrospect. With a northerly breeze at 11:25, the Race Committee naturally picked 'A' as the upwind buoy. Unfortunately, by 11:30 the wind was already shifting left — and by the time the last starters took off, they were carrying kites to the 'upwind mark'. The wind then came and went all afternoon, while the fleet crawled from one parking lot to the next.

The finish was as ugly as the rest of the slow day, with no wind between the Committee Boat and 'X'. Boats took a great circle route to the finish by sailing up to the westerly, and then riding it slowly downwind back to 'X'. Some three hours after the start of the 8.8-mile race, the 126-boat fleet began button-hooking around 'X' in bunches. With the sun shining directly in their eyes through the colorful chutes, the RC had all kinds of trouble identifying sail numbers. They filled in the blanks with phone calls and emails, and managed to quickly piece the puzzle back together.

Sunday's race was "no problemo," a pleasant romp around the cans using 'H' as the top mark. With half of the fourweekend series now over, the following boats have double bullets, and a commanding lead over their Saturday playmates: Bodacious, Talisman Banana, Topgallant, Run Wild and Power Play. Only one boat, the Express 27 Bobs, has a similarly perfect score in the Sunday series.

SATURDAY, DECEMBER 11:

DIV. A (0-123) — 1) **Bodacious**, Farr One Ton, John Clauser; 2) **Rascal**, Wilderness 30, Pat Brown; 3) **Advantage 3**, J/105, Pat Benedict; 4) **Two Scoops**, Express 34, Tom Goodwin. (9 boats)

DIV. B (126-153) — 1) **Bloodvessel**, B-25, B. Slabeck/M. Gokey; 2) **Zilla**, B-25, Brent Draney; 3) **Yellow Belly**, SC 27, John Roberts; 4) **Redux**, Olson 911-S, Nick Barnhill; 5) **Jane Doe**, Olson 911-SE, Bob Izmarian. (12 boats)

DIV. C (156-168) — 1) **Mighty Mouse**, Martin 242, Mike Grimm; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Twilight Zone**, Merit 25, Paul Kamen; 4) **Mission Impossible**, Merit 25, David Hamilton. (9 hoats)

DIV. D (171-207) — 1) **Talisman Banana**, J/22, Gary Albright; 2) **Ypso**, Cal 2-27, Tim Stapleton; 3) **Blue Streak**, Ericson 32, Brian Lewis. (7 boats)

DIV. E (210-up) — 1) Runaground Sue, Columbia Challenger, Jim Van Blarigan; 2) Jack Be Quick, Santana 22, C. Watson/P. Rasco; 3) Albacore, Santana 22, Mark Playsted. (6 boats)

ANTRIM 27 — 1) Arch Angel, Bryce Griffith; 2) Owslarah, Joseph Melino; 3) Abracadabra II, Dennis Surtees; 4) Always Friday, John Liebenberg. (8 boats)

MELGES 24 — 1) **Light Brigade**, Warren Davidson; 2) **Don Miguel**, Mike Rettie. (6 boats)

OLSON 30 — 1) Run Wild, Dale Irving; 2) Family Hour, The Bilafers; 3) CMA Sailing, Gordon Clute; 4) Cisco, Gary Redelberger. (10 boats)

J/29 — 1) **Power Play**, Gordon Smith; 2) **Team Tahoe**, Richard Stout. (4 boats)

EXPRESS 27 — 1) FlyIng Circus, Ryley/Hodges; 2) Mad House, Mike DeVries; 3) Motorcyle Irene, Will Paxton; 4) Baffett, Tom Baffico; 5) Shenanigans, Nick Gibbens; 6) Swamp Donkey, Scott Sellers; 7) Mirage, Terry Cobb; 8) Dianne, Katsman/Mybry/Hodges; 9) E-Type, Ben Landon; 10) Great White, Stan Clark; 11) Opus, Crewson/Roberts. (25 boats)

MOORE 24 — 1) Moorigami, John Siegel; 2) Jimmy Riddle, Rich Korman; 3) Hurricane, Adam Sadeg; 4) Wet Spot, O'Callaghan/Verdola. (9 boats) J/24 — 1) Sockeye, Dave Holscher; 2) Down-

town Uproar, Wayne Clough; 3) Nixon Was Cool,







N. Franczyk/J. Wiard; 4) J Without a Match, Curtis Press; 5) Cool Breeze, Doug Nugent; 6) AWB, George Peck. (14 boats)

NEWPORT 30 — 1) **Topgallant**, Frank Hinman; 2) **Ruckus**, Paul Von Wiedenfield; 3) **Zarpa**, George Gurrola. (7 boats)

SUNDAY. DECEMBER 12:

DIV. I (0-90) — 1) Cascade, Antrim 27, Loraine McKinnon; 2) Arch Angel, Antrim 27, Bryce Griffith; 3) Czechmate, Mark Hlubecek. (6 boats)

DIV. II (93-147) — 1) **Family Hour**, Olson 30, The Bilafers; 2) **Rascal**, Wilderness 30, Pat Brown; 3) **Zilla**, B-25, Brent Draney. (7 boats)

DIV. III (150-168) — 1) **Boudicca**, J/24, Brian Duncan; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Twilight Zone**, Merit 25, Paul Kamen. (10 boats)

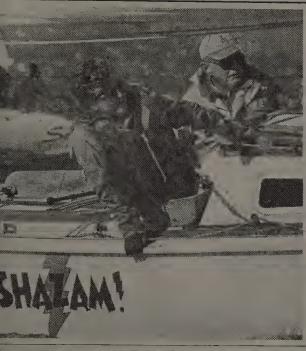
DIV. IV (171-up) — 1) Latin Lass, Catalina 27, Bill Chapman; 2) Antares, Islander 30 Mk. II, Larry Telford; 3) Travieso, J/22, Jack Allen. (7 boats)

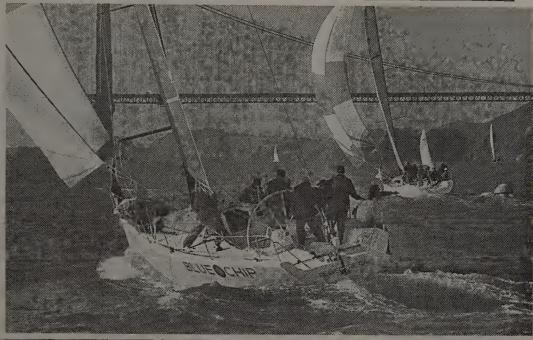
OLSON 30 — 1) Speedy Gonzales, David Carrel; 2) Cisco, Gary Redelberger. (4 boats)

EXPRESS 27 — 1) **Bobs**, Mike Hearn; 2) **Mirage**, Terry Cobb; 3) **Opus**, J. Crowson/H. Roberts. (10 boats)

Golden Gate Midwinters

The second Golden Gate YC midwinter race occurred on December 4. A nice-sized fleet — 80-some boats — showed up for a quick 6.5-mile close reach up to Blossom Rock, then a spinnaker reach to Fort











Scenes from the Golden Gate Midwinters, clockwise from upper left — 'Wasabi', 'Bullseye' and 'Swiftsure' came off the starting line in that order; the Tuna 22 'Shazam!'; 'Blue Chip' reaches to the finish; a Bear boat bounces through a ferry wake; the J/33 'Troubador'; the huge asymmetrical kite on 'Sceptre'; and 'Re-Quest', a fixture on the Bay since 1985. All photos 'latitude'/rob & jr.

Mason, another white sail reach to Blossom, and then a spinnaker reach to the finish. Two tacks (at Blossom), one jibe (at Fort Mason), two sets, one takedown—a drag race with hardly any tactics.

The Schumacher 54 Swiftsure II finished first after 45 minutes and 27 seconds, but fell to third on corrected time. The winner of the big class, Bullseye, corrected out 6 seconds ahead of Wasabi,

which in turn was 3 seconds ahead of Swiftsure — closer than most one design races, and evidence that the relative PHRF ratings among these boats is actually fairly accurate.

Here are race chairman Jeff Zarwell's comments, which arrived with the race results about a week after the event:

"As you know, Saturday was a beauti-

THE RACING

ful day for sailing. I was concerned that I would have to give the racers something boring like an up and down course, but I got lucky and was able to give them four reaching legs (you know everybody prefers all reaching legs). In addition, since we normally have no wind on northeasterly days, all my course selections were short. So 15 minutes after the last start, the first fleet was finishing. Due to the lack of distance and the fact that there were no tacks required, it became an uneventful race. We'll be adding a longer course for such occasions in the future."

Our suggestion? Beg, borrow or steal

Garvie; 2) Wasabi, Farr ILC 46, Dale Williams/Jeff Madrigali; 3) Swiftsure II, 'Shoemaker 53', Sy Kleinman; 4) Sceptre, J/130, Bob Musor; 5) JackRabbit, N/M 39, The Liggetts. (12 boats)

PHRF II (65-99) — 1) Navigator, Soverel 33, The Melbostads; 2) Yucca, 8-Meter, Hank Easom; 3) Expeditious, Express 37, Bartz Schneider; 4) Tigger, J/33, unknown; 5) Troubador, J/33, Jim Hoey. (10 boats)

J/105 — 1) Blackhawk, Dean Dietrich; 2) Arbl-trage, Bruce Stone; 3) Jose Cuervo, Sam Hock; 4) Juxtapose, Thayer/Watts; 5) Orlon, Gary Kneeland. (10 boats)

PHRF III (100-152) — 1) Uno, WylieCat 30, Steve Wonner; 2) Harp, Catalina 38, Mike Mannix; 3) El Raton, Express 27, Ray Lotto; 4) Katzenjammer, WylieCat 30, unknown; 5) Scotch Mist, Cal 39, Ray

(15 boats)

PHRF V (198-up) — 1) **Dulcenea**, Coronado 27, John Slivka; 2) **Santa Maria**, Santana 22, Chris Giovacchini; 3) **MyToy**, Ranger 26, Dave Adams; 4) **Shazam!**, Santana 22, Bud Sandkulla. (10 boats)

KNARR — 1) Adelante, Grant Settlemier; 2) Shadow, Steve Wegner. (5 boats)

FOLKBOAT — 1) Polperro, Peter Jeal; 2) Freja, Ed Welch; 3) Thea, Tom Reed. (7 boats) BEAR — 1) Circus, Bob Jones. (2 boats)

Santa Cruz YC Midwinters

Races #3 and #4 of the Santa Cruz YC Midwinter Series were held in "shorts and t-shirt" weather on Saturday, December 18. A total of 27 boats — up 10 from last month — showed up, no doubt attracted by the gorgeous weather.

Two short triangle races were held, with both crewed and doublehanded divisions starting together. Local sailmaker Dave Hodges and crew Doug Kirk sailed their Moore 24 Fatuity to doublehanded and overall honors, while Keith MacBeth's Wylie 37 Absolute 88 was the top crewed boat.

CREWED — 1) Absolute 88, Wylie 37, Keith MacBeth, 5 points; 2) (tie) Wildfire, Moore 24, Tom Conerly, and Excitable Boy, Olson 30, unknown, 8; 4) California Zephyr, SC 37, Peter Dalton, 12; 5) Magna, SC 27, J. Case, 13. (16 boats)

DOUBLEHANDED — 1) Fatuity, Moore 24, Dave Hodges, 3 points; 2) Ruby, Moore 24, Steve McCarthy, 6; 3) Bullet, Olson 30, Mike Gross, 7; 4) Nobody's Girl, Moore 24, Syd Moore, 8; 5) Summertime, Moore 24 prototype, Dennis Bassano/Mario Golsch, 9. (11 boats)

Race Notes

Sale boats of the month: Boardsailor John Callahan and longtime boat partner Seth Neiman are taking delivery of their new as yet-unnamed **J/120** (hull #137) in mid-January. The duo, both members of StFYC and SFYC, also own a 16-foot runabout, and have previously owned a Soverel 33 and a Islander 30 MK. II. "We intend to use the 120 mostly for family cruising," confessed Callahan.

StFYC member Dave Wilson is in the process of buying the J/105 **Speedwell** as we go to press. The deal isn't quite finalized, and he didn't want to reveal who his partners will be (hint: it will be a 'perky' crew). Meanwhile, Wilson has put his highly successful J/35 **Major Damage** on the blocks to make way for the new 105 campaign. It's just our hunch, but this looks like the beginning of a new world order in the local J/105 fleet.

Winter vaçation: "There are 22 Farr 40s lined up on the hard at Derecktor's Yard (Fort Lauderale) right now," said Scott



a committee boat, too — it would expand and improve the course options dramatically, and the finishes could still be off the club's race deck. The racers, who paid \$50-\$60 per boat to enter this series, deserve the better starting lines and fairer courses that a committee boat could provide.

PHRF I (to 64) - 1) Bullseye, N/M 50, Bob

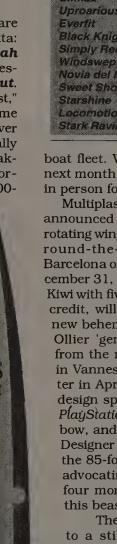
The Antrim 27 'Cascade' lit up at November's Berkeley Midwinters. Sistership 'Owslarah' is one of five Antrims entered at Key West.

Minehan; 6) **Spellbinder**, Santana 35, Joel Davis. (14 boats)

PHRF IV (153-197) — 1) **Chorus**, Kettenburg 38, Peter English; 2) **Tiger Beetle**, Newport 33, Arjan Bok; 3) **Jam Jam**, J/24, Neal Ruxton; 4) **Trey Shay**, Catalina 30, John Jacobs; 5) **Straight Jacket**, Pocket Rocket 22, Ben Haket; 6) **Whitecap**, IOD, Tom Allen.

Easom. "Key West Race Week is going be great this year!" Nine of those Farr 40s are from California: Diana (under charter to Bullseye owner Bob Garvie), Endurance, Flyer, Orion, Peregrine, Phish Food (under charter to Peter Tong), Samba Pa Ti, Shadow and Temptress (Cal YC member Alan Field's new boat). Two Bay Area J/105 programs will be there, too—Tom Thayer and Dick Watts are sending their new Juxtapose to Florida, while Tom Coates, owner of Charade, has entered his East Coast 105, Masquerade.

At least two other Bay Area boats are signed up for the January 17-21 regatta: Joseph Melino's Antrim 27 *Owslarah* (with Kame Richards on board) and Jessica Lord's Melges 24 *Twist & Shout*. "I've decided to steer my boat at Key West," said Jessica. "It will be my seventh time racing there, but the first time I've ever driven in a big regatta. I'm already really nervous!" Lots of other Bay Area sailmakers, rockstars and occasional mere mortals will be spread out among the 200-



San Diego YC Puerto Vallarta Race 2000

Preliminary Entry List (as of 12/15/99)

Yachi Pyewacket Magnitude Medicine Man Evolution Grand Illusion Mongapse Sorcery Stealth Chicken	Ivpe R/P 73 Andrews 68 Andrews 56 SC 70 SC 70 SC 70 Mull 80 Perry 55	PHRF -135 -129 -81 -69 -69 -69 -54 -24	Skipper Roy Disney Doug Saker Bob Lane Brack Duker Ed McDowelf Bob Saielli Jake Wood Bruce Anderson	Vacht Club Los Angeles Long Beach Long Beach Cal King Harbor San Diego Cal Newport Beach
Allure Ariel Ingrid Rosebud M-Project Cantata Climax Uproarious Everfit Black Knight Simply Red Windswept Novia del Mar Sweet Shot Starshine Locomotion Stark Raving Mad	SC 52 SC 52 SC 52 SC 52 Sprint 50 Andrews 53 Barnett 52 Olson 40 Catalina 36 Fair 39 J/120 Swan 57 Beneteau 405 Passport 47 Kelly-Peterson 44 Andrews 45 J/160	-15 (pnd) -15 (pnd) -15 (pnd) -15 (pnd) -12 (pnd) -12 -3 -4 -17 -18 -36 -54 -108 -110 -129 -1BD -1BD	Chuck Jacobsen Jim & Diana Freeland Bill Turpin Roger Sturgeon Manouch Moshayedi Ron Kuntz Alec Oberschmidt Robert Bussard Steve Jackson Phil Friedman Kelly Vince Max & Pam Phelp Mike Busch Ron McCleave Don & Ann Becker Winstow Lincoln Jim Madden	Monterey Pen Berkeley St. Francis Santa Cruz Bahia Corinthian Oceanside Southwestern SGYC CRA Del Rey Los Angeles San Diego San Diego San Diego San Diego BYC Dana Point Newport Harbor

boat fleet. With any luck, we'll be there next month to cover Key West Race Week in person for the first time.

Multiplast triplets: Club Mediterrannee announced that is entering a 110-foot, rotating wing-masted cat in The Race, the round-the-world race starting from Barcelona on the 'other' Millennium, December 31, 2000. Grant Dalton, a tough Kiwi with five monohull globe races to his credit, will be Club Med's skipper. The new behemoth, the first of three Gilles Ollier 'generic' sisterships to emerge from the molds at the Multiplast yard in Vannes, France, should hit the water in April. The so-called 'Code Zero' design sports less mainsail area than PlayStation, more hull volume, a finer bow, and of course the rotating mast. Designer Ollier, who previously created the 85-foot Explorer among others, is advocating a 14-man crew (at least four more than PlayStation) to tame this beast.

The second 110-foot cat will go to a still undisclosed team, while American **Cam Lewis** has signed up for the third one despite not having complete funding yet. Multiplast will begin work on Lewis' *Team Adventure* in early January, with an estimated launch date of

ting it pretty close, but Lewis was typically upbeat and hopeful that

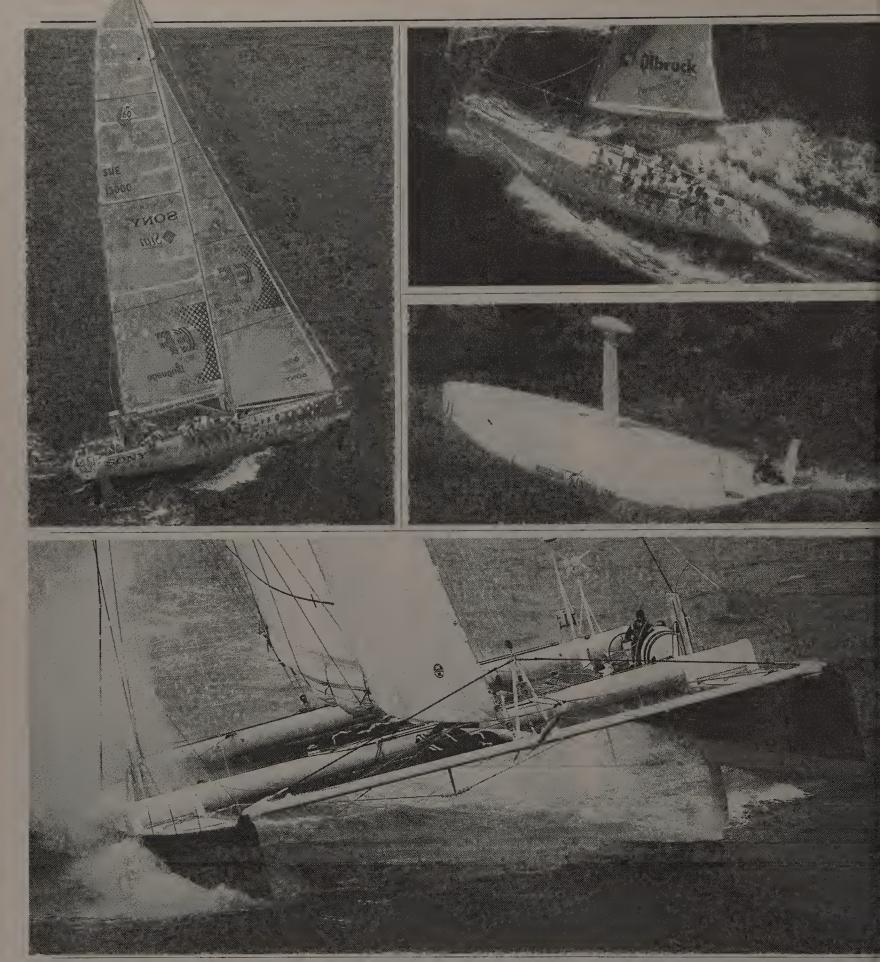
whole

September. That's cut-

thing will come together. "Steve (Fossett) is going to be tough to beat because he's going to have some experience," figured Lewis. "Pete Goss's wild-looking boat's going to show a lot of potential. They're pushing the edge of the envelope, though."

Goss's bizarre-looking 120-foot long, 70-foot wide 'wave-piercing' catamaran (at left) is due to be launched in Totnes, England, on January 12. With a year to go, seven boats are supposedly confirmed entries in The Race: PlayStation, Club Med, Team Adventure, Team Philips (Goss), 'Code Zero 2' (mystery group), the 100-foot Millennium Challenge (Tony Bullimore's ex-ENZA, ex-Tag Heuer) and Polish skipper Roman Paszke's Polpharma-Warta (ex-Explorer). There are several other ongoing projects, such as Earl Edwards' 36-meter Rave in Hawaii, which will hopefully round out the top ten. How many actually show up to start The Race remains to be seen - and, if Play-Station's recent misadventure is any indication, there won't be many finishers. The last Vendée Globe saw only 6 out of 16 boats make it to the finish line, a dismal ratio - and one that The Race could easily top. Check out www.therace.org/ english to learn more about this looming showdown.

Earlybirds: There are now 24 teams, 11 of them 'confidential', who have signed up for the '01-'02 **Volvo Race**. Among the notable skippers on the list are **John Kostecki** (*Illbruck*), Gunnar Krantz, Lawrie Smith, Roy Heiner, Dennis Conner and **Mark Rudiger**. Look for more Volvo Race announcements as the America's Cup



winds down.

Hawaiian eye: The 12th Hawaii International Offshore Series, aka the **Kenwood Cup**, is starting to come into focus. According to race director Ken Morrison, "more than 10 Farr 40s" are expected for the July 31-August 9 regatta, with hopefully a similar number of J/105s. Big boats that have indicated they are com-

Remembering the '90s, clockwise from above — 'Explorer' was the first boat to sail around the world in less than 80 days; Paul Cayard and 'EF Language' dominated the '97-'98 Whitbread Race; ID-48s were at the forefront of the move toward big boat one design racing; and Thierry Dubois' Open 50 'Amnesty International', one of four boats lost in the Southern Ocean during the '96-'97 Vendée Globe.

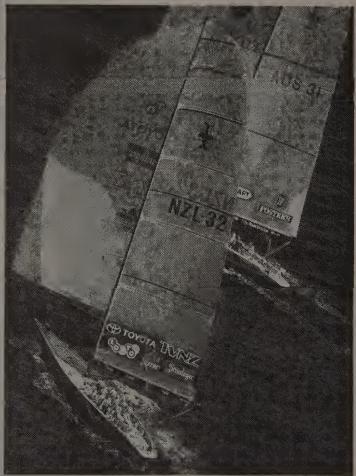
ing include the hot Dutch J/V 50 *Innovision 7*, the new Japanese Farr 50 *Esmeralda*, the Farr 60 *Hi Fling*, the Sydney 62 *Bumblebee 5* and "two new Farr 60s and a pair of Farr 52s." Seth Radow's SoCal-

based Sydney 41 *Glama!* is also planning to compete, as is Owen Kratz's 1D-35 *Joss*. Defending K-Cup champion New Zealand should be formidable, returning with the new Farr 47s *Georgia* and *High*









Clockwise from top of page — Chris Dickson whips 'Tokio' into England at the conclusion of the '93-'94 Whitbread; 'Black Magic' (NZL-32) and 'oneAustralia' in the waters off San Diego — one sank, the other won the America's Cup; Larry Ellison's 'Sayonara' has owned the maxi circuit since her launch in '95; and Peter Hogg's late 'Aotea', which went AWOL in the '95 Doublehanded Farallones.

Five (builder Mick Cookson's fifth boat of that name), among other boats. Check out www.kenwoodcup.com for the rest of the story.

Random race results: The South Bay

YRA's first midwinter race, held in late November, attracted 16 boats. *New Horizons* (Cal 33, Mike Garl) won the spinnaker class; *Jet Lag* (Catalina 34, Roger Roe) was the top big non-spinnaker boat, and Chablis V (Cal 25, Dave and Kay Few) won the little non-spinny group. . . The U.S. Merchant Marine Academy at King's Point won the ICYRA Sloop Nationals in late November, a J/24 regatta held at the Naval Academy in Annapolis. Coincidentally, this year's ICYRA Coed Dinghy Nationals (in conjunction with the Afterguard Championship) will be held at King's Point

THE RACING

on June 3-7. The ICYRA Women's Nationals and Team Racing Nationals will occur the week before at St. Marys College.

First offshore race of the Millennium: About 75-80 boats are expected to take off from Table Bay on January 8 in the Cape Town to Rio Race. Among the entrants for the 3,640-mile sleigh ride from Africa to Brazil are two American maxis, Sagamore and Zephyrus IV. Given any kind of wind over 15 knots, we figure Zephyrus IV is bound to break the R/P maxi Morning Glory's 1996 course record of 14 days, 15 hours. Zephyrus IV, a R/P 75, was shipped over to Cape Town in early December, and boat captain Dave Culver has been preparing it since. In addition to owner Bob McNeil and Culver, the crew for the race consists of John Bertrand, Mark Rudiger, Bill Biewenga, Mike Sanderson, Keith Kilpatrick, Scott Dickson, Mark Sims and Sayonara boat captain Bill Erkelens. The post-race party in Rio promises to be epic, as it coincides with Brazil's 500th birthday celebration. Check out www.capetorio.com for all the gory details.



Top guns: The first of three qualifying regattas for the **Laser Olympic Trials** (to be held on the Bay in April) occurred in late November in St. Petersburg, Florida. Fifty-seven sailors showed up for the most competitive Laser regatta in North America this year, but the anticipated 15-race se-

Bob McNeil's San Francisco-based 'Zephyru IV', seen above at the '99 MEXORC, is sailin in the Cape Town to Rio Race this month.

ries was cut to just 5 races due to a win drought. St. Pete local and U.S. Sailin Team member Brett Davis won, followed closely by the current U.S. Olympic fa

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vorite, Mark Mendelbatt, and soon-to-be San Francisco resident **John Torgerson**. The other two members of the U.S. Sailing Team, Bill Hardesty and John Myrdahl, also qualified for the Trials. Only one of the six Bay Area sailors who made the trek East qualified — **Charles**

Meade, who came in eighth (the top tenall qualified). The rest of our San Francisco squad was Martin Hartmanis (20), Matt McQueen (21), Zach Conrad (26), Tracy Usher (42) and John Bonds (46). Look for these five to try to qualify again at the next regatta (Alamitos Bay in March).

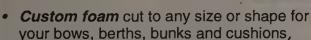
Farr 40s Down Under: 'dK Composites' in Malaysia is now building the hot-selling **Farr 40s** for the Asia market, with materials, equipment and some components sourced out of Australia. McConaghy Yachts, which built 10 Farr 40s, will be involved in the Malaysia project, but is apparently going back to concentrating on hi-tech custom designs.

The windy Telestra Cup/Australian Farr 40 Nationals just concluded in Sydney, with Orion skipper Philippe Kahn scoring a solid third, just two points out of second. Kahn chartered a local boat, bringing down his own sails and most of his Worlds crew (Steve Benjamin, Kevin Miller, Brent Ruhne, John Gundersen, Bruce Edwards, Mike Evans, Connecticut sailor John Hayes, and local talent Aaron Goldwater. Writes Ruhne, "There's heaps of enthusiasm for Farr 40s down here, essentially squashing the Sydney 40. Eight Farr 40s sailed in this regatta (all that are in the country) versus only three Sydney 40s.'

Boxing Day classic: Eighty boats — down 25% from last year's ill-fated fleet — were set to begin the 630-mile **Sydney-**

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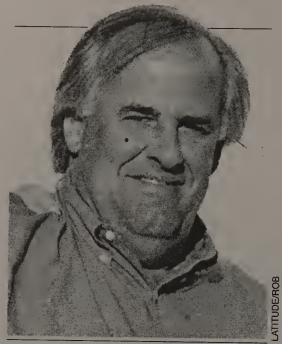
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THE RACING SHEET

Hobart Race on December 26. The fleet was down in numbers, claims Fatal Storm author Rob Mundle, not because of last year's tragedy, but more because of a conflict with a conflicting \$5 million end-of-the-Millennium fireworks extravaganza in Sydney Harbor on New Year's Eve. The battle for official line honors is expected to be between George Snow's Brindabella and Grant Wharington's Wild Thing. The TransAtlantic record holder, the 146-foot Mari-Cha III, will be sailing unofficially—no doubt turning heads at each end of the race course.

Best of the best: Making the cut for the **2000 U.S. Yacht Club Challenge** this spring were defending champion Annapolis YC, Bayview YC (Detroit), California YC, Houston YC, Long Beach YC, Newport Harbor YC, Rochester YC, San Diego YC, St. Petersburg YC, and — drum roll, please — the **San Francisco YC**. "We've been trying to get into this regatta for years," claimed SFYC's Tad Lacey. "We're thrilled to finally be invited!" The biennial regatta will once again be hosted by Newport Harbor YC on March 29-April 1. No word yet on the dueling weapons, but we



IOD Worlds winner Evan Dailey was recently named San Francisco YC's Sailor of the Year.

suspect the format will be similar to the 1998 regatta, when the racing occurred in Catalina 37s (which counted for 60% of the scoring total), Collegiate FJs (20%) and Lasers (20%).

Some like it hot: Each of San Diego YC's three **Hot Rum Races** featured fine fall weather, i.e., 10-15 knots of breeze, sunshine and flat water. Bob Saielli's veteran SC 70 *Mongoose* topped the 114-boat fleet with a 13,13,1 series. Rounding out the 'fine nine' overall were the following eclectic bunch: 2) *Margaritaville* (Farr 50); 3) *Claddagh* (Pearson 26); 3) *Shorebreak* (Star); 4) *Bligh's Spirit* (Cal 36); 5) *Cantata* (Andrews 53); 6) *Jezebel* (Ranger 23); 7) *Bravura* (Farr 40); 8) *Kathmandu* (Schock 35); 9) *Pandemonium* (Thunderbird).

Kudos: Vaughn Seifers was named Richmond YC's sailor of the year, while Dave Oliver was likewise honored at Encinal YC. . . At last month's annual SBRA awards banquet, small boat guru Gene Harris and Sail-A-Small-Boat-Day founding father Del Olsen were awarded that organization's two highest awards for their unselfish dedication to local dinghydom. . . The Cal 20 class, which seems to have dropped off our radar screen lately, was won this summer by Richmond YC member Reid Casey with his Kobeyashi Maru.

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Your Name			YRA Associate Member Yes No				
Address			US Sailing Member Yes No US Sailing Number Yacht Club				
City State Zip			Need Race Results Mailed yes No				
Phone: Home Office			Yacht Name				
FaxEmail	•		Class/ModelSail #				
YRA Associate Membership (Exclude if already paid with Year 2000 PHRF) \$35.00							
SUMMER SERIES							
One Design Class Association (ODCA)	\$150		on-US Sailing Mbr.)				
Wooden Boat Racing Association (WBRA) Handicap Division Association (HDA)	\$145 \$145	•	Member fee included) on-US Sailing Mbr.)				
Ocean Yacht Racing Association OYRA) \$150 (\$160 Non-US Sailing Mbr.) For OYRA, Circle ONE of the following: PHRO MORA SHS MULTIHULL SINGLE RACES:							
Vallejo - May 6,7, 2000	\$50		n-USSailing Mbr.)				
Encinal - Jul 29, 30, 2000			n-USSailing Mbr.)				
Any single ocean Race Name of race requested	\$50	(522 NO)	i-ossatiing mbr.)				
			TOTAL				
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who are not currently racing members of YRA)		,				
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			CEIVED AFTER MONDAY AT 5PM BUT BEFORE				
5PM WEDNESDAY PRECEDING THE RACE, No Applications will be accepted after 5PM on							
WEDNESDAY preceding the race.							
In consideration of being admitted to membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by the rules of the United States Sailing Association and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with the YRA Minimum Equipment Requirements. I agree to hold harmless the officers, agents and employees of the YRA, and its member Associations in any activity to which this entry form applies. I further warrant that I have not relied upon any of the above entities or individuals in preparing my yacht for racing.							
Signed:			Date:				
Make check payable to: Yacht Racing Association							
Office use only mbr# rating	ck#_		amt race inst				
PHRF Certificate file date Date received							

With reports this month on **Choosing a Caribbean Charter Venue** (Part III), a charter addict's **Tour of the Sea of Cortez**, and miscellaneous **Charter Notes**.

Caribbean Dreaming (Part III): Way Down South in the Windwards

There aren't too many regions of the world that we could rationalize writing a three-part series on. But when it comes to yacht chartering, the Caribbean has so many wonderful cruising grounds, we tend to get a bit carried away.

This month, for the final installment of our Eastern Caribbean romp, we'll explore the Windward Antilles, which run from Martinique south to Grenada.

If you had time to explore the whole of the Windwards, you'd find great diversity, not only in the locals cultures, but in the geography and the sailing conditions. While Martinique and its southern neighbors, St. Lucia, St. Vincent and Grenada are large, lush and mountainous, the sprinkling of islands called The Grenadines are small and low-lying. In the lee of the taller islands, winds naturally go light, while the open-water channels between them can be booming. By contrast, most areas of The Grenadines are relatively protected and tranquil — a la the BVI.

If you're looking for an idyllic tropical getaway with a minimum of development, Martinique probably won't be your first choice, as it is one of the most cosmopolitan and sophisticated islands in the entire Caribbean basin. Of course, to some folks, that's a good thing.

To our way of thinking, combining a visit to Martinique with some of the less developed islands is the best idea, as it has a long list of alluring attractions. Resembling the south of France in a tropi-

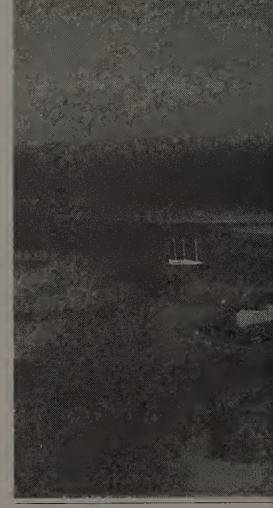
The natural harbor at St. Georges, Grenada, is considered by many to be one of the most picturesque bays in the Caribbean.

cal setting, there's no end to fine restaurants, nightlife and chic boutiques in the capital city, Fort-de-France. Daily flights from Paris bring European tourists of all stripes, who soak up the sun on the topless beaches. The unique creole culture found here (and on Guadeloupe) reflects generations-old influences from Asia and Africa as well as from Mother France. Martiniquan cuisine, as a result, is rich and exotic.

The big names in the bareboat industry all have bases here, as do several large French companies that you may not have heard of. Catamarans, as you might imagine, are the *bateau du jour*.

In contrast to the capital, there are still plenty of laid-back fishing villages, but our favorite stopover is St. Pierre. Known as the Paris of the West Indies during the 1800s, it was the capital and cultural center of Martinique until towering Mont Pelee erupted with great fury in 1902, wiping out the entire population of the town and most of its buildings. Despite it's sad history, the rebuilt city is charming and its museum is well worth a visit.

Years ago The Moorings chose St. Lucia's spectacular Marigot Bay for it's Southern Caribbean bareboat charter base, which introduced this lush, slowly-developing island to many folks who might have otherwise passed it by. Today, because St. Lucia's infrastructure is better established than either St. Vincent's or Grenada's — all of which are formerly British — other charter companies have followed suit, making it a popular beginning point for Grenadines-bound charterers. One directional bareboat charters can be organized by special arrangement. (Crewed charters are typically one-directives)



tional at no additional charge.)

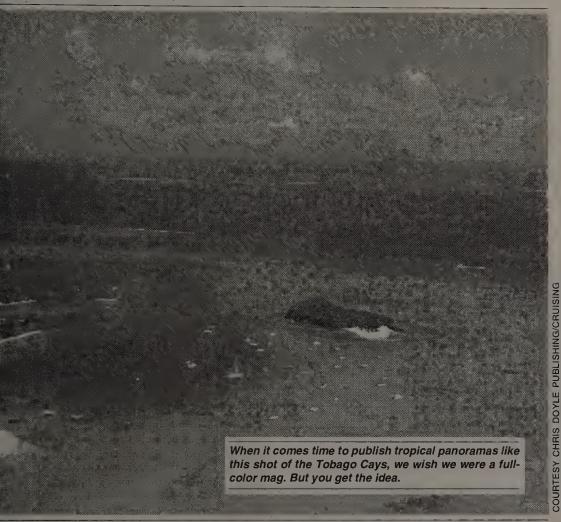
The transatlantic ARC Rallies have also helped put St. Lucia on the map, as the island (Rodney Bay) serves as their ending point. While there are several worthwhile anchorages along the island's protected western shore, St. Lucia's most popular geographical features are the twin, tooth-like peaks called The Pitons, which tower above Soufriere Bay.

If you've got a lot of gusto, you can hoof it to the top, but it's no easy feat — most folks opt for a taxi ride part way up. Moorings are now in place in several adjacent anchorages; the town of Sourfriere itself is picturesque and very welcoming to sailors.

Immediately to the south lies the multi-island nation called St. Vincent and the Grenadines. Like St. Lucia, vast agricultural tracts dominate St. Vincent's interior. Although daily flights arrive here, tourism development is encroaching only at a snail's pace, since most visitors pass it by in favor of it's smaller cousins to the south like Bequia, Mustique and Union Island. However, St. Vincent's Blue Lagoon area — southeast of the capital, Kingstown — has restaurants, shops and guest houses that specifically cater to sailors, as several charter bases are located



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there, including Sunsail and TMM.

A travel writer once described the Grenadine isles as "emeralds strewn across an azure sea," and although the analogy is a bit sappy for our tastes, we have to admit that it's accurate. Lush with coco palms, flowering plants and native bush, each of these tiny islands and islets has a peaceful, 'old Caribbean' feel, while the waters of the entire region are clean, clear and brilliantly blue.

Bequia has long been the favorite yachtie hangout of the Grenadines, probably because the lives of its people have always been focused on the sea. Still today, native boats are hand-hewn on the beaches and a few old salts still occasionally venture out in open boats to try to chase down a whale, as their grandfather's grandfathers did before them.

Bequia's Admiralty Bay has smart little shops and friendly restaurants which encourage visitors to linger for more than a single night, but there's much to see among her sister isles.

Mustique ought to be on your itinerary if for no other reason than to have a cool libation at Basil's Bar — a famous thatch-roofed, waterside haunt — and try to catch a glimpse of some of the international celebs who party there. Indeed an

anomaly in these latitudes, Mustique is a privately-owned island where rock stars and royalty have been escaping the mainstream for decades. The anchorage is often uncomfortable, but you ought to linger at least long enough to check out the mansions of the rich and famous, on foot, by taxi, or, better yet, by renting a horse or motorbike.

The cluster of islets called the Tobago Cays should also be on your list. Although, in all honesty, big fish are scarce these days, the shallow depths of the Cays and their jungle of coral heads make them a paradise for first-time snorkelers of all

ages. At night, lying peacefully at anchor in these sheltered waters, you can listen to the ocean swells crashing on the fringing reefs, while you survey the starry heavens, bathed by the soft caress of the trade winds. If this place doesn't inspire you to be romantic, no place will.

Palm Island is another favorite stop, which was developed into an unpretentious little resort by Mary and John Caldwell, author of the must-read classic, *Desperate Voyage*. Sadly, John died last year, but Mary, the girl he 'voyaged so desperately' for, will still be on site to greet you.

Sun Yacht Charters' base is located at nearby Union Island.

At the southern end of the Grenadines lies Grenada, a tall verdant island that the modern world has affected only slightly. Long referred to as the Isle of Spice, the rich frangrances of exotic spices waft through the air of the interior — and sometimes from the commercial docks of the main harbor, St. Georges.

Folks here are friendly and easygoing, and we strongly advise you to allow some time for inland touring, whether you are ending your sail here, or are originating from Grenada's own charter bases. In addition to viewing plantations and walking in the rain forests, several spectacular waterfalls are easily accessible.

St. Georges and most of the other good anchorages — including Mt. Harmon Bay where The Moorings' base is located — are on the south end of the island, so if you're originating here and heading north, your first day's sail, typically to the Grenadian island of Carriacou, will be a long, pleasant blast on the trade winds.

Ah the Caribbean, what a wonderful retreat from our manic, workaday world. For sailors, though, the challenge is deciding which venue to sail in first.

— latitude/aet

Bareboating the Sea of Cortez

Having chartered a power boat for our tour of Desolation Sound last summer (see World of Chartering, March 1999 issue), we thought we might redeem ourselves with a sailing charter this time.

We selected the Moorings in La Paz for

The all-weather protection of St. Lucia's idyllic Marigot Bay makes it ideal as a charter base. The Moorings helped put St. Lucia 'on the map'.



ORLD

a mid-October charter, put out the word and garnered 13 interested folks, which meant we'd need two boats. One couple ended up canceling, but we still required two boats, with seven folks on a 50-ft Beneteau 505 and four on a 40-ft Beneteau 405.

With two of our group coming all the way from Rhode Island, coordinating everyone's flight arrivals was a fire drill in itself - especially since Tom and I opted to fly into Cabo so we could use our

free (frequent flyer) tickets, then had to take a three-hour bus ride to reach La Paz. Eventually, though, we all convened at the Club El Moro suites, and most 3 of us were able to enjoy a 'relaxation session' at the swim-up pool bar.

On our previous charters we have self-provisioned or bought a partial provisioning plan. But in this area, extending 100 miles or so north of La Paz, there are no provisioning spots or readily available water, so we opted to

have The Moorings provide all provisions, food, booze, soft drinks, beer, 24 one-gallon jugs of purified water, and a giant ice chest filled with block ice. The ice box and refrigerator on both boats were the best we've encountered, although somewhat awkward. There were no shelves, you would just pile it in, then do search and rescue at meal time.

After orientation, we set out for Caleta Partida, but lack of wind forced us to motor - nevertheless, we were hopeful conditions would improve. The next morn-

ing we dinked through the channel, turned south on the east side of Espiritu Isla San Jose Isla San Francisco

Santo and ventured to the cave under what looked like Alfred Hitchcock's chin. It was rough and had no beach.

The brave among us snorkeled while the 'timids' kept the dinks a safe distance from the rocks. We returned to the mother



ships, lunched and set out for Isla San Francisco. We had about 4 hours of the best sailing ever, warm air and water and 10+ knots on the speedo — the 505 really hauls. The 40footer was less excit-

On the way we caught two dorado, and although the ex-

citement of reeling it in interrupted our sailing euphoria, we had a great dinner.

The next morning we dinked to the beach, crossed the isthmus, combed the beach, found some agates and a lot of crap bottles, cans and plastic — which we dutifully carried back. We noted animal evidence around what is probably a fresh water spring. It was in the vicinity of what may have been a salt pan evaporation endeavor in the distant past. We could have spent more time at Isla San Francisco, but maybe next time.

The next morning we set out for Bahia San Jose, a short hop away. We anchored, donned shoes and socks and dinked ashore with the aim of venturing into the Giant Cactus Forest. I don't think I saw any 60' tall Cardon cacti, nor did they seem to be much different from those I'm familiar with in Arizona, but still, it is a spectacular forest. We also dinked into channels of the mangroves noting many types of birds, but then — guess what approaching in a rainbow of spray, jet skis! Is nothing sacred?

Back at the mother ships again, we weighed anchor and set out for San Evaristo on the Baja coast, stopping to snorkel at a rock outcropping on the way. Tom and Chuck managed to dislodge a helping of scallops from the rocks which, in spite of their enormous size, yielded only a morsel of muscle. A squeeze of lime on fresh raw scallops is an epicurean or-

At San Evaristo, just for fun, we stern anchored and set a 900-square-foot spin-



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naker for a little 'flying'. Our success, however, was marginal so we fixed dinner instead.

The following day we headed back toward Caleta Partida. En route we decided we

blowing into the morning, so some of the folks who hadn't had their fill of spinnaker flying decided to try again. Up went the chute. A couple of the crew got to ride. but when it was determined that there

really was too much wind and the boat

Left and far left: Bob and Company play at San Evaristo. Above: Pre-charter attitude adjustment exercises.

had time to have a look at Los Islotes and possibly dance with the seals that we'd heard were always in residence there. Well, they weren't seals and they didn't dance. They were sea lions and they swam.

These weren't obnoxious creatures like those at Pier 39. Although intimidating, they appeared friendly and seemed to enjoy the presence of strange invaders, but we got the clear message not to come between a mom and her pups!

We all thought this was the best snorkel of the trip, and possibly ever — including the Caribbean. We left Los Islotes and set out for Three Candle Bay on Espiritu Santo where we spent the night on the hook.

Next morning we still had Los Islotes on the mind, so we returned for another swim with the sea lions, and it was as good as we remembered from the day be-

Then, with time running short, we left for Caleta Lobos. Again the wind gods smiled and we hit 10 knots on our southerly reach. This kind of sailing is a treat, and possibly addictive. But a reality check suggests you enjoy it while you can, and plan on coming back for more someday.

We spent the rolliest night of our trip anchored at Caleta Lobos. The wind kept was being dragged uncomfortably close to shore, we took the gear down and re-anchored for a leisurely breakfast before returning to La Paz. Thus another adventure came to an end.

A few closing thoughts: The full provision option provided us with more food than we could possibly consume, but what we did devour was excellent. The water at La Paz is drinkable, but water from the tanks is, well. . . water from the tanks and it tastes like it. We used it for iced tea, coffee and personals. Drinking water was from our bottle supply.

The 505 holds 275 gallons in four tanks. We thought we had run out and started a precautionary effort to be extra conservative, implementing salt water dish and galley clean up, followed by a fresh water rinse. It turned out the water

pump had been turned off at night and the system developed an air lock, resulting showing symptoms of g being empty. But, of course, 3 it wasn't.

The Moor-

ings' brochure states that the ideal passenger capacity for the 505 is eight, while 11 is the maximum. Our opinion is not so generous. While we did like the boat and were thrilled with its sailing ability, no one should have to live in the 'T' berth, or sleep in the salon. And, although the four staterooms are double, the cockpit can only reasonably handle six adults.

We dined out our first and last nights, and very much enjoyed our brief time off the boats. The local people were helpful and friendly and were appreciative of some of our efforts with their language, just as we were supportive of their efforts at speaking English.

So where will we charter next year? Don't know, but we'll find a place - narrowing it down is the problem.

> bob hull san leandro

Readers — We think Bob has a great approach to world travel. Although he's a working stiff like most of us, his annual charter trips have taken him all over the world. Rather than putting off travel until 'the big cruise' after retiring, he's been exploring the world's great cruising regions for years, venue by venue. By recruiting friends to join him, the cost of his exotic adventures remain reasonably priced especially when compared with buying and outfitting a cruising boat, then traveling to the same spots 'the long way'.

– Ed.

Charter Notes

If you've been thinking about a crewed charter for your next sailing getaway instead of renting a bareboat, we hope we didn't scare you off with our feature article on Antigua's high-end charter scene.

Walking the docks at a BVI boat show may not seem like work to you, but for international brokers, it's a prime source of info gathering.



The fact is, in the Caribbean, Med and Aegean there are good boats available to fit any reasonable budget — starting around \$1,500 per person, including all meals. Just find a charter broker you like

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to work with and be honest about your budget and your needs.

When we visited the **British Virgin Islands Charter Society Yacht Show** in November, we saw plenty of huge, ultra-luxurious yachts, but there were also plenty of well-kept, moderately-priced boats, often run by a robust, semi-retired couple.

Among the 78 yachts on display - ranging in size from 42 to 105 feet — late-model catamarans were in great abundance, but all boats were pictures of perfection, with gleaming topsides, toys displayed on their transoms, fresh flowers and chilled wine in their airconditioned salons, and so on. Their tanned and buffed crews were also on their best behavior, all trying to win the favor of the 130+ charter brokers who pounded the docks with clipboards and cameras. To learn more about the show, the BVI Charter Yacht Society, and espe-



Having a feast with local villagers is a tradition of chartering in the Kingdom of Tonga.

cially to see profiles of its member's charter boats, check out their website at www.bvicrewedyachts.com.

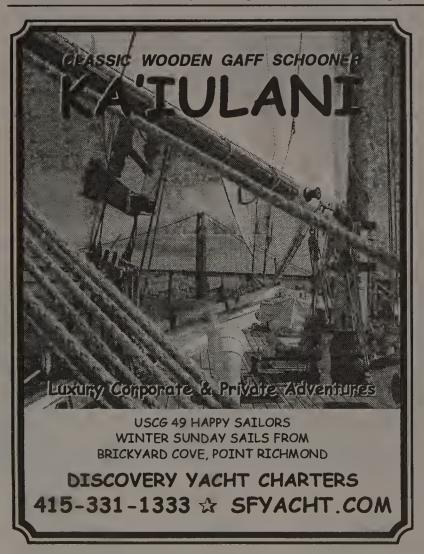
With all our ramblings about Caribbean chartering lately, you probably think

the tourist boards down there pay us to shill for them. Not true. And to prove it, let's talk about some other hot spots around the world for upcoming charters.

As we mentioned last month, right now, in the dead of winter, is the perfect time to plan and book your spring and summer charters so you'll get the pick of the fleets for your ideal dates. Be warned that in many prime summer destinations like the Pacific Northwest, New England, Tahiti and Tonga fleets of bareboats are small and those in-the-know usually make bookings six months to a year ahead.

While it may seem impossible to commit so far in advance,

we've found that if you set firm dates and are determined to stick to them, other factors in your life will often fall in place around them. Besides, few things in life are more stressful than the panic of trying to cobble together a vacation game plan at the 11th hour.





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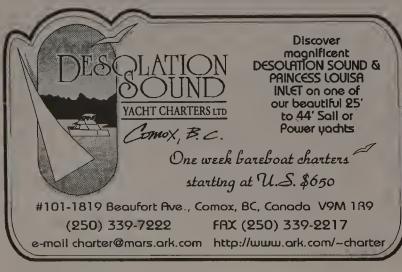


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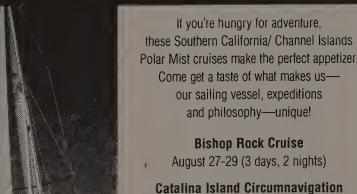
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With reports this month from **Cygnus** on Thanksgiving at anchor in the middle of a 1,200-mile passage; from **Saga** on cruising from Panama, to Colombia, to Central America; from **Thanks Larry** on picking up a new catamaran in France and sailing her to the Canary Islands; from **Miki. G** on making the most of Costa Rica; from **Moondance** on cruising from Fiji to Darwin; and **Cruise Notes**.

Cygnus — Gulfstar 50 John, Beth, Anna & Chris Pohle Thanksgiving At Minerva Reef (Sacramento)

Talk about your unusual cruising destinations! Minerva Reef is a circular atoll — about three miles in diameter — made up of a coral reef that is almost completely awash at high tide, yet exposed at low tide. And it's out in the middle of nowhere — if you define 'nowhere' as being a quarter of the way between Tonga and New Zealand and at least 250 miles from the nearest land.

Minerva Reef is very wide, perhaps 1,000 feet or more. The pass or entrance is about 800 feet wide and very deep, so entering is rarely a problem. We arrived on a good breeze under clear skies, and it was neat because all we could see across the lagoon were the masts of four boats that were already at anchor and the breakers beyond them. For all the world it looked as if the boats were anchored in the middle of the ocean — albeit at a calm spot in the middle of a rough ocean.

On our first day at Minerva, we naturally explored the reef. It was low tide, so we were able to walk all the way across the reef in pools of ankle-deep water. It was amazing to see the sea life that thrives in these pools: big clams, lobster, tons of fish, cone shells and all kinds of coral. The reef stretches for miles around the lagoon. On the windward side of the reef, waves crash on the coral and wash up into big chasms where two-foot long parrot fish — which are an electric blue in

color — like to school.

While walking across the reef, we discovered a very old ship's anchor — as well as the steel ballast that fell out of the bottom of the ship as it was pushed across the reef by the sea. After all these years, there's still a 500 foot-long trail of rusting metal debris on the reef. The anchor is cast iron, and its stock was at least six feet long. There must be a great tale behind the wreck.

Our friend Tim on Forever, Young went hunting for lobster on the reef and came back with 60 pounds. Two of the lobster weighed almost 10 pounds — they were huge! He'd caught them with his bare hands down beneath the ledges and in little caves in shallow water. You do have to be careful where you put your hands when grabbing for lobster, however, as Tim also suffered a nasty bite from a moray eel! Since we were saving the lobster for Thanksgiving, we grilled up some mahi mahi before knocking off for a quiet night's sleep in calm water.

We had a lazy Thanksgiving morning before rafting up with up with *Appledore* and *Syren*, and then invited the members of the 'Minerva Reef YC' over for a Thanksgiving potluck. It started at 1:00 p.m.—it was a beautiful day with sunny skies and temperatures in the low 80s—and carried on almost until midnight. It was fun sharing our unique American holiday with our French, British, and Swedish

There's not much to see at Minerva Reef for the simple reason that there isn't much there — at least above the surface.

cruising friends. I really enjoyed the talent show. *Syren* has a Thanksgiving tradition that requires everyone to perform in some way — sing, tell jokes, read poetry, put on a skit, or some other foolishness — in order to earn their dessert. What a blast that was!

Today we have overcast skies and the wind is up slightly. The kids are doing schoolwork and I'm getting caught up on the email. It's hard to believe that we are only 777 nautical miles from the end of our trip. I think more about that dreaded four-letter word 'work' each day, and what it's going to take to return to civilization. But it's hard to complain too much while we're still out here in paradise. Besides, there are some advantages to civilization: ice cream and movies, to name a couple.

Minerva is one of those places that few people will ever see, as you can't get here by plane or cruise ship. You've pretty much got to do it under your own power by utilizing your own skill and courage. As such, it will certainly be a Thanksgiving our family will remember all our lives.

— john, beth, anna & chris 12/15/99



IN LATITUDES



Spread; Hayden and Addie play rope tricks in Roatan. Inset right; Margaret of 'Joyride' with the Stones. Inset left; 'Saga' in the Rio Dulce.

Saga — Wylie 65
The Stone Family
Camino De Los Traficantes
(Sausalito)

Last October, after overstaying our three-month visas for Panama — we made a quick round-trip to Cartagena, Colombia, for some bottom work, a little urban living, and to become eligible for new Panamanian visas. We can report that Todomar, one of the larger local yards in Cartagena, has a courteous and reasonably efficient staff - provided that you closely monitor the quality of their work. As a rule, you should plan on being the foreman of any boatwork you have done while cruising, so the more you know about the materials and techniques, the better your results will be. We heard good things about the other yards as well, but Todomar was the only one capable of hauling out our 40+ ton boat. We also had good luck with NEEC Marine Electronics, which rebuilt a circuit board on our 15

year old Necco autopilot and sorted out our SSB deficiencies — including locating the on/off switch for the antenna tuner. Oops!

Cartagena was lovely — and everyone we met was pleasant and helpful. We never felt threatened or nervous — although after we left several boats reported that thieves attempted to steal their dinglines. The Boca Grande entrance to Cartagena is both viable and marked by a pair of red and green waterway-style markers that indicate a maximum depth of 3.2 meters. While the markers are illu-

minated at night, I would not recommend trying to enter after dark. One of our favorite things about Cartagena? The delicious *galeto* in Boca Grande near the movie theater. Yum! We liked it so much that we sailed away with 14 litres in the freezer.

After our repairs were completed, we returned to the San Blas Islands with the intention of staying until Thanksgiving, at which time we'd head up to Guatemala's Rio Dulce. While at Cocos Banderos East, we linked up with six other cruising boats - Joy Ride, Batucada, Kepha, Journey, Marina Em and Grey Star — which were carrying a total of 12 kids from five different countries. We had lots of fun together including some excellent Halloween festivities. Gradually all the other boats moved on except for ours and Batucada, an exceptionally large and nice owner-built Shuttleworth 65 catamaran. The family on Batucada have been cruising for eight years and the kids recently had a book recounting some of their adventures published in Portugal. After playing with this family for another week, we got itchy feet to move north.

We left the San Blas Islands for the Rio Dulce two weeks earlier than we'd planned so that we could sail en famille. If we waited any longer, our insurance company would have required that we have an extra adult aboard. We thought we were being prudent by hop, skip and jumping up to the Rio Dulce — but later on decided the anti-drug forces probably call this the Camino de los Traficantes. You know, pick up a payload of contraband in an unnamed Colombian port, grab some fuel in Panama's San Blas Islands, make a high speed run to San Andreas Island for more fuel, charge on over to Isla Providencia for another load of fuel, then head up to the so-called 'de-

The crew from 'Batacuda' up the Rio Diablo near the San Blas Islands. It's a great place for washing clothes, swimming and visiting a cemetary.



serted banks' for a last fuel stop before waiting for the right dark night to offload or transfer the dope.

After a slow but comfortable two-day passage, we found ourselves anchored in the dubious protection of IsIa Providencia's Catalina Harbor — along with the Sausalito-based Cal 39 Joy Ride, Djarka of Half Moon Bay, and Aragon of Cape Town, South Africa. The four of us rocked and rolled in steady 30-knot winds and the accompanying chop. The low that had made the last 12 hours of our trip a bit of a trial steadily deepened about 200 miles ENE of us — until it became hurricane Lenny!

Even though the forecast called for the newly-formed hurricane to track to the east and then northeast — which is totally abnormal for a Caribbean hurricane — it was too close for comfort. After all, everyone remembered that *Mitch* looped around this area just a year before — and then continued west to kill over 20,000 people in Guatemala and Honduras. Given the wildcard nature of the hurricane, we were all pretty nervous.

During our first night, we started out anchored nicely in 14 feet of water with 200 feet of chain out. The gusts and wave action were so strong, however, that when the boat jerked up hard on the chain it was enough to throw us off balance. So we decided to throw out — a euphemism, to be sure — a 60-lb CQR as a backup anchor. At this point, the boat behind us was already dragging and having other problems, so we thought we were being so clever in our anticipation. But before we got the second anchor set, it was easy

The recipient of a bowl-over-the-head haircut on the back of 'Saga' may roll his eyes, but it's a quick and easy cut.



to feel the gentle bump, bump, bump as our rudder bounced off the muddy bottom with every swell.

So our simple attempt at an 'ounce of prevention' set in motion a much bigger maneuver. We raised the anchor - not so easy when it's blowing 30 knots across the deck - and proceeded to tour the limits of the harbor. Unfortunately, we didn't find any deeper soundings than where we had started out. Being reasonably tired, we decided to just drop the hook more or less where we had been in the first place. Of course, we then settled in too close to another boat. To add to my anxiety, I began to worry that all the mud we were stirring up would clog the raw water intake and we'd suddenly lose power at a critical moment.

In the end, we heaved ourselves away from all the other boats and dropped both anchors. By some miracle, we managed to settle back into a hole where we didn't touch the bottom. With two anchors set, the jerking of the boat at the end of the chain was diminished. After adding a shock absorber to the rode, we sort of felt as though we were ever so tipsy while riding over Mt. Tam in the backseat of a 1970 Cadillac. Believe us, getting seasick while at anchor is a distinct possibility.

While *Lenny* was nice enough to pretty much follow his forecast track, he grew so fast that those of us in Providencia were touched by his outer edges for the better part of 48 hours. Unfortunately, the harbor provided only limited pretection in winds out of the west. Since there was already three feet of chop in the harbor, I became skeptical of how safe it might be if *Lenny* backtracked and hit us with even stronger winds. Cutting and running was an option, but not a very appealing one with the eye of an unpredictable hurricane just 200 miles away.

It didn't add to our confidence that the forecasters had been slow recognizing the formation of *Lenny*. Davy Jones, the 'Caribbean WX' guy, had anticipated some deepening of the low and expressed some reservations — but right up to hurricane status *Lenny* always seemed to be one step ahead of the NOAA weatherfaxes. Fortunately, we had a good SSB network of boats strung out from Cabo Gracias A Dios, which is at the Nicaraguan-Honduran border, all the way back to Panama. Everyone chipped in with information and local weather reports.

The network also provided moral sup-



port to those boats caught out in the storm. For example, Deja Vu, a Morro Bay based boat we'd transited the Canal with, had gotten hung up in a fishing net. As a result, she was literally anchored sternto the seas. A couple of Canadian boats, Journey, a Catalina 42, and Freelance, a MacGregor 65, that were holed up for five days in Media Luna Reef, 110 miles north of us, spent a long time on the radio with Deja Vu going over various options. The one option nobody wanted to think about was the potentially lethal one of someone having to jump in to free the net. Fortunately, a fishing boat came along and helped them sort things out.

Ka'sala, another Canadian boat we've crossed tracks with since La Paz, was hove to about 80 miles to the south of us. Given the conditions in Catalina Harbor, we suggested that they might be better off staying where they were. After all, they still had plenty of room to run off if things got even worse. But they weren't having an easy time of it, as they'd left the San Blas the day after we did, but had since spent five days battling 35-knot winds and 10 to 15 foot seas. Ultimately they joined us in the harbor. They were a little bit worse for the wear, but quite pleased to be able to drop anchor and rest. You could almost

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Spread; This typical San Blas Island couldn't be more than 150 feet long. Inset left; Schooltime wasn't the kids' favorite time of day. Inset right; Looking down on Cartagena from La Pulpa.

hear a sigh of relief from the 35 boats listening to the net when we reported that *Ka'sala* had reached shelter. The depth of feeling that runs through the cruising community when one of our own is in harm's way or suffers a mishap is quite amazing.

While 25 to 35 knots of wind doesn't sound so bad, the real problem was that the seas were not just large but bunched closely together. These difficult seas made it very difficult to make any headway, as some boats averaged less than a knot. This was our first experience with Caribbean conditions and we were frankly quite surprised at how nasty they could be. It reminded us of having to beat against a Norther in the Sea of Cortez — something you don't want to do if you can possibly avoid it.

As for Isla Providencia itself, it's a hilly mixed bag. It has a few nice beaches, miles of reef to explore, a Spanish fort and some good local cooking. The ubiquitous Mr. Bush — reach him via 16 — handles all paperwork for \$40. Colombian law requires the use of an agent. We'd radioed

ahead to report a blown freon line, so the minute we arrived Bush was there with the Immigration officer — and Jorge, who turned out to be a first-rate refrigeration specialist. Bush and the Immigration officer were gone in minutes, and Jorge had our refrigeration up and running a short time later — salvaging a good portion of our galeto from Cartagena!

There's a small hotel on Isla Catalina a tiny island connected to Providencia by a little bridge — that offers laundry service for \$2.50/bag and Internet connections at very reasonable rates. They have a dinghy dock, and with advance notice will prepare nice meals as well. You can get fuel and water at Isla Providencia, but only by jerry jug. The island has a reasonable variety of supplies, and a brief motorbike tour revealed lots of small res-. taurants and bars. We were told that it is possible to gunkhole all the way around the island while staying inside the reef. Regretfully, we had to push on and couldn't try. The airport gets eight small planes a day from Colombia's mainland cities, and one from San Jose, Costa Rica. All of them stop at Isla San Andreas on the way. So it's possible to pick up or drop

off crew here.

We left Providencia on the strength of a predicted northeast wind, but had nothing east of north. Furthermore, we had an adverse current of one to three knots — perhaps an after effect of Lenny — that made it slow going for even our 65-footer. We eventually ducked into Media Luna Reef — at 15°8N; 82°41W — to rest, dry out, and act as fuel barge for Joy Ride. By the way, Media Luna Reef is like Minerva Reef in the South Pacific - covered by waves at high tide. Since then, we've made it to Mario's Marina in the Rio Dulce and are coming home for Christmas. After that, we'll go to a Spanish language school in Antigua and then who knows? Maybe head to the South Pacific.

While we didn't have the best of conditions, all of us — Matt, Polly, Caleb (11), Hayden (6) and Addie (4) — had a pleasant time on the Camino de los Traficantes!

— the stone family 11/15/99

Thanks Larry — Catana 431 Dean Daniels, Chris Kingery Grand Canary Island (San Francisco)

What's red, white, has three bedrooms and travels at 20 knots? It's Thanks Larry, our new Catana 431 catamaran. The first time we had her fully powered up with the main and big spinnaker it was blowing 28 knots true — and we hit 20.2 knots while surfing down an eight foot wave! It's a speed we've never approached on the Bay while racing Dean's Olson 30 Neuromancer. We hit this top speed while just west of Cabo do Gato, Spain, as we were traveling from Palma de Mallorca to Puerto Banus. We were also impressed with the cat's performance when sailing to weather. For instance, while heading toward Gibraltar in 12 to 15 knots of wind, we were able to do 7.5 knots at 48 degrees true wind angle.

But we're getting ahead of ourselves. The two of us spent five weeks — which was about two weeks too long - at the Catana factory in Canet, France. Canet is a middle-class resort town which, like the rest of the Riviera, completely shuts down by mid-September. Barcelona and Palma would have been better places for outfitting a boat. In any event, we spent our first week in Canet recovering from the cumulative fatigue brought on by a combination of jet lag, the stress of leaving two jobs, and the stress of closing two homes. Unfortunately, none of the final work on the boat - such as installing the watermaker and the SSB antenna started until we'd been in Canet for three weeks.

But, when completed, the boat was

nearly flawless. The construction, fit and finish seem to be nearly as good'as that of a Santa Cruz 52 — although our cat has quite a bit more paneling. Soon after < she hit the water, the two of us delivered Thanks Larry from Canet to Barcelona, although we had to motor because there was so little wind. It would have been a trivial first delivery were it not for the fact that one of the Yanmar diesels blew its oil seal, alternator belt and impeller - and right as we were approaching the Barcelona breakwater! The engine was repaired under warranty when we arrived in Palma de Mallorca. We also had a problem with the mirrors. The adhesive failed on two of them and one broke. But we don't expect any bad luck to follow. It also seems as though our 200 gallon/day Spectra watermaker will need an optional fan to be totally reliable.

During our motoring passages, we were delighted to discover that we've been able to motor at six knots while getting maximum fuel efficiency. And that's while using just one engine! This kind of fuel efficiency gives us an effective range of nearly 500 miles with the standard tanks.

We then motored from Barcelona to Palma de Mallorca with Sebastien Toupet of Paris and three of his friends. When Sebastien was in graduate school at Cal, he'd called tactics on Dean's Olson 30. And he'll be joining us in the Canaries for the trip across 'the Pond'. Sebastien and his friends had taken the train to Barcelona for the All Saints Day weekend, and since they had a Monday flight home from Palma, we had to motor as fast as we could into a headwind. As we were all

Only a few blocks from the harbor in Barcelona is Las Rambias, one of the most entertaining streets in all of Europe. Tango in the afternoon?

LATITUDE/RICHARD

recovering from Barcelona's justly famous nightlife, it was actually somewhat relaxing.

Med-mooring is a bit of a trauma for Americans used to side-ties and doublefinger slips. You have to anchor or tie to a fixed bow mooring with your stern close enough to the quay to cross to shore on a boarding plank. This is particularly traumatic on a new catamaran with high windage, and with owner/skippers uncertain of the holding power of the anchor. Just to add to the fun, we were using an old board that Dean retrieved from the Barcelona breakwater as our passerel — or gangplank. The board was half rotten, warped and very scary. Chris was terrified every time he walked across its 10-foot length to shore.

The plank ultimately precipitated a big fight, so after barely making it alive to shore, Chris stormed off. As he left he was heard to say, "Buy a plank, make a plank — or walk one!" To make matters better — or worse, it's not clear — the trash collectors took the plank when Chris was gone. So when he finally returned, he had to sit shivering on shore until Dean woke up and helped him aboard with the dinghy.

The next morning a South African cruiser dissuaded us from wasting \$1,000 on a folding aluminum plank. Instead, he showed us how to build our own from a folding aluminum ladder and 4,000 pesetas — it's not much — worth of marine plywood. Wing nuts allow the 'plank' to be folded for storage in the forward lockers, but it also rides well across the stern pulpits. The plank is plenty strong and will certainly last until we're no longer Med-mooring.

While in Palma, we saw Sayonara, Larry Ellison's Farr 82 maxi racer. She was sitting on the hard. But we didn't see the founder of Oracle Software and our boat's namesake. We Med-tied to the town quay next to Defender, a retired Whitbread winner. A delivery crew was making ready to take her to Rome, where her current owner plans on giving her a second life as a cruiser.

We were nearly besieged with prospective crew looking for rides to the Caribbean while we were tied up in Palma. Small wonder, as it's the yachting mecca of the Med. We're quite confident that we found the pick of the litter in John Vincent, a 19-year-old South African on walkabout. He has one east-to-west Atlantic crossing under his belt and is a very competent watch-stander. He'll leave the



boat in the Caribbean to go surfing in Mexico, but he certainly doesn't match the stereotype of a surfer or itinerate boat hopper. In fact, he's articulate, well read, and very bright. We've already had great conversations about politics and literature.

After an enjoyable week in Palma, we sailed and motored 410 miles in 70 hours to Puerto Banus. And, as we went west, things just seemed to get better. Puerto Banus is a newly built, fake-looking Spanish port development just west of Marbella on Spain's Costa del Sol. The 'town' is just two streets deep and consists entirely of restaurants, and designer and tourist shops. But the marina is very nice and has a helpful chandlery and a much-coveted Yanmar mechanic. Behind the town is the hypermart — a huge shopping complex with an enormous supermarket. It was a great place to stock up on staples at low Spanish prices. As fake as the place was, we were happy to spend a few days at Puerto Banus.

After a stop in Gibraltar, we had a fiveday sail with good winds to the Canary Islands. There was a brief period when a

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Spread; Costa Rica's tides are good for putting boats on the hard. Inset left; Phones are important everywhere. Inset right; A 'Miki G'. friend.

front forced us to reef down, but it didn't last long. We spent nearly three weeks in Gran Canaria and really enjoyed the island — especially the couple of days in a hotel room at Playa de Ingles and a drive over the top of the island. In any event, we're rested and the boat is ready — in part because of great service provided by Catana. We plan to leave for Antigua tomorrow, December 11. If all goes well, we'll be in English Harbor on Christmas Day. Right now the weather maps aren't showing much wind, however, so we may have a slower crossing. Our hope is to spend about three months cruising and scuba diving from the Lesser Antilles to Panama, and we're looking forward to having many friends visit.

One thing we haven't been able to figure out is why dolphins seem to love catamarans so much. We've had huge pods of them swim with us nearly every time we've been out. The largest pod was about 35 in number, and they cavorted in front of and alongside our bows. It's great because

you can stand directly above them on the trampoline and get an incredible view.

— dean & chris 12/10/99

Miki G — Gemini 34 cat Michael Beattie & Layne Goldman Costa Rica ·(Santa Cruz)

Cruisers arriving in Costa Rica from the north — no matter if they are coming directly from Mexico or have cruised Central America — are usually looking for a haven where the paperwork is easy, the anchorages secure, the supplies familiar and in good supply — and perhaps a nice marina. We were to discover that while Costa Rica has much to offer, it's also sorely lacking in some surprising ways.

We cleared in at Playa del Coco, where the paperwork was easy and — as stated on notices on the walls — free. You continue the clearing in 'dance' by visiting the village's only bank — located on the main road out of town — and taking a number. You'll have to wait, but it's a comfortable wait as the bank is air-conditioned. Across the street is the Coco Verde Hotel which houses a little souvenir shop. For 50 colones — about 15 cents — you can makes copies of your international

zarpe. This is important, as the nice ladies at your next stop, the Immigration Office, will want a copy.

PHOTOS COURTESY

The Immigration ladies live in a tiny office behind the Chinese restaurant, and will process your entry promptly and efficiently. Do not, however, give them the original of your zarpe or the Port Captain, your next stop, is likely to become seriously vexed. His office — which is close to the beach and inland of the police station — will take your zarpe and copies of your crew list and passports. Using these, he will prepare your three-month cruising permit — which can be extended another three months if you're willing to travel to the capital in San Jose.

Having tended to your paperwork, you may then wander around Playa del Coco, visiting the Super Luperon Market to marvel at the variety of products, have lunch, and then return to the Port Captain's office promptly at 2:00 p.m. After the Customs agent shows up from the airport and signs your cruising permit, you are free to roam Costa Rica for three months.

A word about our dogs, as this was the first country where we were asked for their inoculation papers. When we first went ashore, the Port Captain saw our dogs peering through his door and sternly asked: 'Why are they ashore? I have to see their papers before you can land them!" I guess we passed the honesty test, because I hastily apologized in Spanish

Michael and Layne have taken their two big dogs almost everywhere between California and Panama and have had little trouble.



and explained we had them on the boat and would be happy to bring them back when we had to return in the afternoon. To our huge relief, the Port Captain — after staring me in the eye for a minute — just smiled and said don't bother. So we didn't. And the dogs too were free to roam Costa Rica.

However, neither you nor your dogs will roam very happily if you're looking for a decent size slip in which to rest in Costa Rica. For whatever reason, we had expected a super-organized country with the kinds of facilities and amenities you might expect in a modern democracy. And we weren't the only ones who had such expectations. The first question many, many cruisers had upon arriving in Costa Rica is, "Where are the marinas?"

In fact, the crews of Miki G, Joss and Kikimmer managed to make ourselves a bit unpopular with some fellow travelers by discussing the Marina Papagayo at length over the VHF. This failed enterprise was praised at great length in the otherwise very good Mexico Cruising Guide by John and Patricia Rains. One of us would pretend to be the marina manager and welcome the others to "one of the 400 slips with power and water". Unfortunately, there were some cruisers who were really looking for a modern marina - and became annoyed when they realized that all that was available was the rundown dock at Marina Flamingo 10 miles to the south. Flamingo has a fuel dock and caters to sport fishing boats that service the nearby resorts. It does not, however, have show-

We spent five happy weeks at the non-existent 'Marina Papagayo' in the unspoiled surroundings of a pristine beach, hiking trails and fruit trees. We were in the company of parrots and monkeys and had splendid clear waters — 'the marina swimming pool' — in which to swim off of Mata de Cana Beach.

(One suggestion: Before you go through all the paperwork in Playa del Coco, consider stopping in Bahia Santa Elena, a marvelous, quiet lagoon just a half-day's sail south of the El Salvadoran border at San Juan del Sur. All the cruisers that visited Santa Elena were overwhelmed by the peace and quiet of the place that is broken only by the howling of monkeys and the chattering of parrots. It will probably be your first, unforgettable encounter with these exotic animals in the wild and shouldn't be skipped — despite the fact that Charlie's Charts for Costa Rica gloomily warns of dire consequences for cruisers who stop here before checking in to Costa Rica.)



Above; Heading ashore in the calm waters of the Gulf of Nicoya, Costa Rica. Right; Puntarenas. Boats anchor in the estuary at left.

Once they arrived, most cruisers couldn't seem to drag themselves away from the restaurants and bars of Playa del Coco. About a dozen boats limped in with mechanical problems and had to suffer the uncomfortable rolling while they hunted down a mechanic. We were lucky enough not to have to look for a mechanic. but those that did reported mixed results and long waits for parts. Flying parts into Costa Rica is tough because the government gets its income from import duties. It's great for expatriate Americans who live here to avoid income taxes, but for cruisers on a budget the 100% duty on all imports sends prices skyrocketing.

Other negatives about Costa Rica include an abysmal phone system that is much worse than Nicaragua's. The *Ticos* — Costa Ricans — are also fed up with a failed privatization program that has also ruined their roads. Potholes are everywhere, and makes renting a car an unnecessarily exciting adventure. Many of this year's cruisers agreed that the *Ticos* are far less friendly and open to visitors than Panamanians we later met. For example, because we speak good Spanish, we discovered that the friendliest taxi drivers are also the very ones most likely to

overcharge you. The fact that everybody in Costa Rica always seems to be on the make isn't a fatal flaw, but it becomes tiresome — and later made being in Panama such a delight!

Costa Rica has beautiful countryside, especially inland. But it's a little known fact that a far greater percentage of Panama's land is national parks. It doesn't help the cruiser that most of Costa Rica's coastline is horribly exposed to southerly swells that crash on the coast from May to November. We aren't big on rolly anchorages, so coastal Costa Rica got a big thumbs down from us. Although if you surf or kayak, you may like many of the places listed in *Charlies*.

We did, however, spend more than a month in Costa Rica's protected Gulf of Nicoya, which offers half a dozen islands with beautiful isolated anchorages that aren't plagued by surf or rolling. The gulf will remind Pacific Northwest sailors of home as the surrounding mountains are often draped with wisps of rain clouds,

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the islands are rugged, rocky and topped with thick vegetation, and there are strong tidal currents that sweep the channels. There is also a ton of debris in the water, including deadheads, logs, rafts of wood, and plastic. Never transit the Gulf at night, as some of these obstructions can be very dangerous.

Fortunately, there are convenient anchorages at the entrance to the gulf, so you can plan daytime travel to your interior destination. Swimming is quite pleasant — as long as you time your dips for that part of the day when the tide pushes debris out of the anchorages! Many cruisers rest at the facilities provided by the Oasis del Pacifico resort at Playa Naranjo, but we really enjoyed the anchorage off Isla Cedros. We walked the many trails across the island and most nights were alone at this idyllic spot with our buddyboat Joss.

Puntarenas is a town that gets tons of bad press from cruisers, but as far as we could tell the only crime it commits is not catering to foreign tourists. It's the provincial capital and has tons of shops, mechanics, and all the other supplies one would expect. We came to enjoy the bustle of activity in Puntarenas, and found it to be a very convenient spot from which to travel inland. Unfortunately, the only car rental company that was open when we were there has since closed. But for those travelling without dogs, the bus service is excellent.

If you need to stay close to town, take a \$4 mooring from Puntamar, a rundown little landing which offers a secure dinghy dock and very helpful staff. We needed to replace a transmission seal here, and had the good fortune to meet Juan Palacios, an excellent and reliable mechanic. Juan speaks little English but really understands engines. He charged us \$28 for a full eight-hour day of work. His home number is 663-9728. Juan also fixed a long-standing problem with *Gaia's* diesel.

We checked out of Puntarenas for Panama, not wishing to visit Golfito, an area of Costa Rica that was the scene of a number of thefts last year. The check-out process is a bit complicated here, as you have to get a stamp from City Hall, followed by a visit to Immigration, then take a cab to Caldera, the commercial harbor south of Puntarenas to check out with Customs and the Port Captain. This is a tough way to go if you don't speak Spanish. Other cruisers checked out at Quepos, a rolly anchorage that wasn't for us. Should we be embarrassed to admit in front of God and everybody that we are wimps?

Next month, Panama!
— michael and layne 12/6/99

Moondance — Kennex 445 Karl, Jill, Ben and Cam Matzkes Fiji To Australia (Palo Alto)

[Continued from last month.]

In contrast to Tonga — which had been our last stop and which is still struggling to develop a basic infrastructure — Fiji is quite a modern place. At least Suva is, which can boast of things such as a six-screen movie theatre. We stayed as guests of the friendly Royal Suva YC, where we enjoyed warm showers and the inexpensive but delicious Indian and Chinese cuisine. Alas, it rains too much in Suva.

We then headed out to the Astrolabe Reef, world famous for its wonderful diving. We anchored just inside the reef and saw perhaps the best coral ever in some magnificently clear water! We next spent a few days at the Musket Cove YC at Malololailai, which is perhaps the most

popular cruiser stop in all of Fiji. While there, we had a minor encounter with a reef that resulted in a few scratches on one of our keels. Based on that experience, we recommend taking a buoy when visiting Musket Cove.

We had some boat work done at nearby Vuda Point, which is one of just two or three marinas for cruisers in Fiji. In addition to having some welding work done, we had a local sailmaker build a complete set of sails for our cat. The sails were designed, cut and partly built in New Zealand, then completed in Fiji. It turned out to be a timely decision, as shortly after ordering the sails we were hammered by a powerful squall on our way to the Yasawa Islands that did in our old jib. The squall's 50-knot winds were the strongest — and most sudden — we've encountered to date.

The few days we spent in the Yasawa Islands gave us the chance to stop at Namara village, which a relative of ours had visited many years before. Partly because of this introduction, we were overwhelmed with the welcome we received. Our boys visited the local school, we shared meals with the famous Milly and her family, and were even persuaded to attend the Sunday church service. The stop gave Karl the opportunity to model the latest in Sulu skirtwear and gave all of us the chance to enjoy the wonderful singing that South Pacific islanders are so famous for. We later learned that we'd been given a special welcome during the service - all in Fijian, of course. After a while, it dawned on us that this was the first place we'd visited that had neither plumbing nor electricity.

Having thoroughly enjoyed our visit to Namara village, we were nonetheless The little store at Musket Cove in Malololallal has all the basics a cruiser could need. Musket Cove is the most yachtie friendly place in Fiji.



ready to set off for some of the more remote Yasawas and solitude. And we found it among some islands that offered private beauty — along with breadfruit, mangoes and coconuts. They also offered some of the best shelling we've had so far. After a few more days of this, we headed back to the main island to await our sails and prepare for our voyage west.

It was during this trip back -- and only 100 yards from where we'd been anchored - that we struck a coral head dead-on at full speed. At first we were incredulous that an unmarked coral head could be present in such a well-traveled area, but later learned that this particular coral head is well-known for getting in the way of yachts. We anchored so Karl could dive to assess the damage - once again making great use of the \$5 waterproof headlamp we'd picked up at Wal-Mart. The damage was significant, but thanks to the design of the Kennex, no water had gotten into the boat. Nonetheless, we decided to have Moondance hauled for repairs - and the bottom job we'd been saving for Australia. As it turned out, having the repairs and normal maintenance done in Fiji saved us quite a bit of money.

It's not easy hauling a 45-foot catamaran such as *Moondance*, so two heavyduty cranes had to be brought in to lift her, and many hands needed to guide her hulls to the right spot. The repairs and bottom scraping took two weeks, which was longer than expected. The problem was that the yard was overwhelmed with repair jobs, as literally half of the boats we knew had hit bottom at some point! The damages varied from hardly anything to severe. We ultimately departed Fiji with

Wherever the Matzke's went, they were fascinated by the animal life. Australia, with all its unique animals, was the best.



a sound hull, clean bottom, new sails — and high spirits! Despite the fact that Fiji might be the friendliest place we'll ever visit, we were still looking forward to Australia and a return to the 'First World'.

The plans of cruisers are forever changing, of course, and ours were no exception. Our original plan was to sail from Fiji to Australia via Vanuatu, then on to Brisbane. But after calculating the miles involved, we changed our plans to the more northerly Cairns — with the possibility of skipping Vanuatu altogether. But after the repairs to Moondance stretched on, we decided to sail 3,000 miles to Darwin without making any stops on the way. As it turned out, we did stop in Vanuatu, although just for fresh fruit, veggies and fuel. Nonetheless, we had good conditions for the passage, which took us through the Barrier Reef, north to Cape York, and through the Torres Straits and across the Timor Sea to Darwin. During the passage, we enjoyed the fine services of the Russell Radio and Des, its venerable operator. He gave us daily weather reports for our location, recorded our position, and facilitated radio contacts. We know he also gave many crews great support during bad weather. Russell Radio, funded entirely by donations from cruisers, is a great service.

Our trip to Darwin also featured some excitement because of the turmoil in nearby East Timor and Jakarta. As Darwin was the staging area for the Australian-led peacekeeping effort, we listened with interest to the regular reports over the radio about the arrival and deployment of troops from the U.S., Europe and Asia. By the time we arrived, the last of the troops departing Darwin had just left, and we arrived to find almost no sign of the big show. The exceptions included the frequent takeoff and landing of military aircraft, the sighting of support folks in military fatigues at local restaurants, and the fact that we were told we couldn't possibly rent a car as they'd been all taken - along with all hotel rooms - by military support folks.

We found Darwin to be surprisingly cosmopolitan, with as many espresso and Internet cafes as we've seen anywhere. It's also a major tourist base. We explored the town on foot until we lucked into a rental car, which gave us the opportunity to drive through a bit of the outback to Kakadu National Park. At the end of the dry season, the park's billabongs — seasonal



ponds—had shrunk to their smallest size of the year and consequently we saw the wildlife concentrated around these small watering holes. The air and water were thick with birds of all varieties, and there were also plenty of lizards and — in some places — crocodiles. Crocs are a genuine hazard in all waters of the Northern Territories. When we arrived here, we were warned by customs officials not to swim in any 'non-chlorinated' water. During our stay, we read of two croc attacks on kayakers and fishermen.

From Darwin, we arranged for a flight down to Sydney, both to take a vacation from cruising, and to catch a plane back to family and friends in the U.S. It was a great visit — albeit hectic and exhausting. While home, we became reacquainted with many of the things we missed — but we were also reminded of some of the reasons — traffic, consumerism, over-scheduled lives, narrow perspectives — that caused us to take a break from 'normal life'.

Upon our return to Sydney, we rented a campervan and toured the Outback on our way back to Darwin. The van turned out to be a beast to drive, but we got used to it. Ben and Cam loved their bunkbeds

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Most of the Matzke family as seen at a picnic table with a great view of Ayer's Rock — about as far from the sea as you can get.

in the camper, and we enjoyed being able to seat the boys a good 12 feet away while on the road, as they could yell at each other to their hearts content!

At first, we were concerned that all the cross-country highways in Australia are just two lanes. But as we headed out, it was clear that four lanes would have been a true waste of resources, as the number of vehicles on the road were outnumbered by the kangaroos. Despite the light traffic, many 'roos ended up as roadkill. In fact, one of them abruptly turned into our path too late for us to avoid. It was really sad to hit a 'roo - especially for Ben, who was sitting up front when it happened. While traffic on these roads is light in terms of the number of vehicles, there is nothing light about the triple-trailer 'road trains' that frequent this route. Passing these guys - especially at night - was just plain scary.

While on our journey we got a good introduction to the many aboriginal groups of Central Australia. We also visited the famous Uluru (Ayers Rock), which seems to be about the most sacred of aboriginal

sites, and Katherine Gorge. About 10 years ago, Australia agreed to give vast pieces of land back to ab-'original' owners, including many of the most popular tourist destinations in Australia. These places were then leased back to the National Park system, but with much control of the parks retained by the aboriginal tribes. As a result, the emphasis in the parks has shifted more to the cultural aspects, which we enjoyed.

Once we arrived back in Darwin, we arranged some last minute maintenance work — while trying to beat the 100° heat and thunderstorms — to try to get out of town before any tropical cyclones developed. By that time, most of the boats had already left for Bali, Singapore and even Sri Lanka. We're still trying to figure out, where to go. Bali is part of Indonesia, and before the recent elections there had been demonstrations complete with fire bombings. Furthermore, we'd heard that Australians - and other folks who looked like Aussies - had been hassled due to disagreements with Aussie policies toward East Timor. Still, the conventional wisdom is that there are really no serious threats

to cruisers arriving in Bali or Borneo to the north. Recent visits by round-theworld rallies seem to bear this out. By the way, any cruiser visiting Darwin can get great information on this area from the knowledgeable cruiser who runs the Copytime shop downtown.

Having completed our first full year of cruising — which started with the '98 Ha-Ha -- we've pretty much figured out what works for us. And some of it took the better part of a year to figure out. Our boys have been great - like they always were - but they haven't found as many cruising buddies to hang with as we'd hoped. As a result, they've become closer friends. We've also settled on a pace where we visit fewer places but stay longer. In addition, we've decided that two years of full time cruising seems about right for us - at least at this point in our lives. We've also sorted out new family roles - such as who does the dreaded oil changes, the hand laundry, and plays the surprisingly difficult role of school teacher. Hardest of all, we've learned how to enjoy living together when we're really close all of the time! In summary, we are truly enjoying our travels, while also enjoying the luxury of the time we have talk about the future -- including our transition back to the 'other life' in about a year.

— jill, karl, ben and cam 12/15/99

Cruise Notes:

Planning to sail from Mexico to the South Pacific this spring? If so, Andy Turpin would like to invite you to Latitude's third Pacific Puddle Jump Party to be held at Paradise Village Marina near Puerto Vallarta on the afternoon of March 4th. This will give us a chance to know as many South Pacific bound cruisers as possible, and to collect some short bios and photos for a magazine fea-

Just part of the crowd from the 1998 Pacific Puddle Jump Party 'Latitude' put on at Paradise Village Marina last March.





ture. While we're doing this, everyone can meet one another, compare itineraries and set up radio skeds. While this isn't a major event, each boatload of Puddle Jumpers will receive a special Puddler Jumper burgee as well as snacks and drinks. Cosponsor Paradise Village Marina is generously donating the use of their disco and other facilities. So if you're headed across the Pacific this spring, mark your calendars — and pass the word to others in Mexico.

There are other important dates for folks in Mexico, such as the **Banderas Bay Cruisers' Regatta** — also at Paradise Village Marina — on March 23-26. In addition to three days of fun racing in nor-

It's Friday night in Mazatlan, so the cruisers have gotten together for a little on-the-water socializing with their dinghies.

mally ideal sailing conditions, this event pretty much serves as the 'cruisers' formal' for the season. So you have fun racing in the afternoon and then dress to kill in your tropical best for the evening festivities.

Finally! Roy of **Nighthawk** advises us that the Club Cruceros de La Paz has picked April 30 - March 6 as the dates for this year's **Sea of Cortez Sailing Week**. The event begins in La Paz but mostly takes places at starkly beautiful Caleta

Partida 24 miles to the north. While there are many competitions, they're all lighthearted, so the emphasis is on making friends not beating them. And why not, as this will be the last time many cruisers will be seeing each other for months if not years — or even forever.

Over at Marina Mazatlan, they've already had a couple of their big winter events, including their traditional Thanksgiving Day celebration. Then on December 9, the following folks got into their dinghies for tropical caroling: Anna and Jonathan Wilke of Pilge Abu; Tom and Kate Pak of Voyager; Mar and Toni Parson and Lee Pak of Quilima; Jim and Janet Lincoln of Summer Wind; Pat and Gene Moni of Flying Cloud; Al and JoAnn Jensen of Naughty RV; Don and Lena Hossack of Windward Luv; John and Monica McMahon and Ashley Warner of Vagari; and Matt and Judy Johnson of Elsewhere. The dinghies caroled at both Marina Mazatlan and Marina El Cid.

The folks in Mazatlan also gather together every Friday night for a dinghy raftup and ride into the mangroves. In addition to many of those mentioned above,





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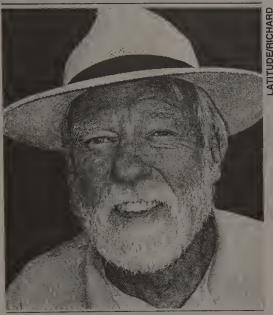
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IN LATITUDES

these following folks and boats have participated: Duane and Dorothy Alexander of Raven; Peter and Jean of Neener3; Steve and Gretta Miskey and Cruiser of Rigo; Michael and Joanne Gray of Destiny; Ed and Norma Hasselman of Heather K.; and Bill and Doreen Gold of Lanikai. (P.S. We hope these spellings are correct.)

In October and November of each year, most cruisers in the South Pacific escape the tropical cyclone zone by making the always risky 1,200-mile passage from Fiji or Tonga to New Zealand. A little over a year ago, the course was hit by low after low. It was a tough passage for most boats, and three cruisers lost their lives within miles of shelter. We're happy to report that most boats had an easier time this year and there were no serious incidents.

Steve and Dorothy Darden — former Tiburon residents who have become Kiwi citizens while waiting for Allan Legge to finish their new Morrelli and Melvin 52foot catamaran in the Bay of Islands are thrilled to announce that Adagio will finally touch water in January. After she does, the couple will head down to Auckland for the America's Cup, do some



Richard Steinke impressed everyone in Thailand with the performance of his 38 year old wood sloop 'Isobar'.

New Zealand cruising in the spring, and then in May perhaps head up to the crystal clear waters of Fiji. Check out their extensive web page <adagiomarine.homepage.com> if you're

interested in cats.

Last summer we published a long interview with Richard Steinke of Sausalito, who has been cruising his Harlandar 45 Isobar eastward around the world. At the time, the 66-year-old Steinke told us that his goal was to win the King's Cup Regatta in Thailand in December. Steinke - thanks in part to a crew who flew in from the Bay Area — not only won every race in his division, he kicked ass! More in the next issue.

You went where with what? And you did, too!? While the Matt Stone family was cruising their ruggedly-built Wylie 65 Saga in Panama's San Blas Islands a few months ago, they saw a couple of MacGregor 65s on the hook. Assuming that one of them was Freelance belonging to their friend Laurie Rogers, they went over to say hello. As it turned out, neither of the 'Big Macs' were Freelance. But the Stones got their real shock when they asked the skippers where they'd come from. One owner, who operates a hotel in the Dominican Republic, nonchalantly explained that the two MacGregors - which aren't considered the most rugged boats



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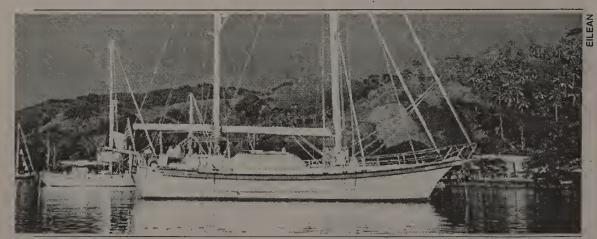
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in the world — had just buddy boated around South America. Which you can't do without rounding notorious Cape Horn!

We just mentioned Laurie Rogers of **Freelance**. When he was anchored in Cartagena, Colombia, a thief tried to steal his dinghy. No Gandhi, as we understand it, Rogers beat the guy off with a paddle until the police arrived. Both Rogers and the thief — who already had another outboard motor in his *panga* — had to spent the night in jail. When the judge heard the evidence, he immediately dropped all charges against Rogers. If it had been in America, Rogers would probably be look-

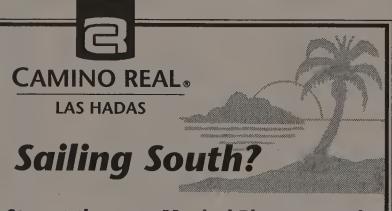
'Eilean' on the hook at Savu Savu, Fiji, the new port of entry. But she and the Sanders are now based out of Mooloolaba, Oz.

ing at life and having to sell his boat to pay for 'punitive' damages.

"We're still enjoying Mooloolaba, Australia," report Dan and Lynn Sanders of the 60-foot Martinez-based ketch **Eilean**. "We have some of the finest beaches — and bikini-clad bodies — in Australia right at our doorstep, and all the 'uptown action' is just a half a mile down the road. They've just built three new high-rise resort hotels on the Esplanade, so we have

excellent restaurants, bars and nightlife. As I write, the temperature is 85° and there's a 10-knot breeze from the southeast. Ah, it's tough living in paradise! The accompanying photo of *Eilean* at anchor in Savu Savu, Fiji — which is now a port of entry. Cruisers no longer need to enter at Suva."

"After the Ha-Ha, we went up to La Paz for six great weeks to entertain relatives, report Ken and Lynn Swanson of the Incline Village-based Norseman 447 Second Wind. "Before heading further south, we want to tell folks about another great benefit of cruising in Mexico: inexpensive dental care. Prior to leaving Incline Village, Lynn got a \$4,500 estimate on dental work that included an extraction and a five-crown bridge. She decided to put it off because she heard that dental work was much less expensive in La Paz. We're glad she did. Mary Shroyer of Marina de La Paz recommended Dr. Jose Antonio Lau, who turned out to be a very professional and extremely gentle dentist. Although Dr. Lau's English was minimal how much can you talk when a dentist's



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Miller & Miller Boatyard Seattle, WA (206) 285-5958 Swedish Marine Richmond, CA (510) 234-9566 Thomas Gillett Co. Costa Mesa, CA (949) 650-5448 Offshore Systems San Diego, CA (619) 221-0101 hands are in your mouth anyway? — Lynn is very happy with the results and our cruising kitty is only \$1,300 lighter! In closing, thanks again for the great time on the Ha-Ha. We're very happy to have made the decision to join you and 447 of your — and now our — closest friends. It truly must be a labor of love."

"Friends of a missing yachtsman are appealing to all sailors for help," reads the email we received from 'Digby': "Yvann Gendre has been missing since November 16 when he sailed his 9.5 meter whitehulled Neptune sloop out of Gustavia, St. Barts, in an attempt to escape the effects of hurricane Lenny. In the prevailing easterlies, boats were driven south to Venezuela - in fact, information was just received on one yesterday — and north to British Virgin Islands. After searching some possible rescue areas, the authorities have given up finding him, so Yvann's friends and family are relying on both private planes and word-of-mouth to find him or learn what happened. Octopus was home to Yvann's wife and two-year-old girl, who are both currently in the United



People with significant dental needs can finance the better part of a cruising season by opening wide for a dentist in Mexico.

Kingdom. Any news or queries should be directed to Jocelyne van den Bossche at 01715154989 or by email to <gendre_on_octopus@hotmail.com>.

James Click of the Bay Area is one of

several cruisers who have called to voice their concern and support for the wellbeing of Norman Bennett, the owner of Club Nautico in Cartagena, Colombia. As most Latitude readers know, Bennett is incarcerated on what many believe are trumped up drug smuggling charges. "Norman ran a very good and tight shop," remembers Click, who spent quite a bit of time there three years ago with his wife Nynke Fortuin aboard their Green 50 Wal Rus. "When you got a drink at Club Nautico, you just signed a tab and then settled up at the end of the week," remembers Click. "A few people ran out on their tabs, but Bennett was never bitter and didn't go after them. He didn't gouge cruisers, either."

As for Click, Fortuin and Wal Rus, they've continued on to the Med. Although from the Bay Area, they bought their 50-foot cutter in Perth, Western Australia, and started sailing east. After crossing the Pacific and spending some time in San Francisco, they sailed down to the Canal, to Cartagena, and then across the Atlantic to Spain. In search of warmth, two winters ago they cruised the five Canary

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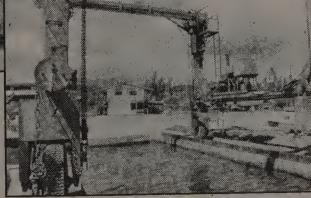
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Islands, which they describe as a "very nice experience". After another delightful summer season in Spain, they left their boat in the water at Puerto Genesta about 15 miles southwest of Barcelona — for the winter. "It's a great place to store the boat on the hard and have work done, and at \$300 a month it's cheap," says Click. "You can leave your boat in the water for even less money, but it's not a good idea in the Med in the winter. The only problem with Puerto Genesta is that there is absolutely nothing there and it gets very lonely. Fortunately, it's only three kilometers to the bus that takes you to Barcelona."

The Seven Seas Cruising Association (SSCA) announced that **Herb Hilgenberg** was the first recipient of the **Southbound II Bluewater Sailing Service Award**—presented in recognition of outstanding long-term service to the bluewater sailing community. The award — which Hilgenberg knew nothing about until he was presented with it — is named after Herb's own boat from which he's provided cruiser check-ins, weather and sea state

reports, and forecasts for the Atlantic and Caribbean. Herb originally broadcast from Bermuda, but more recently has been based out of eastern Canada. His weather routing suggestions have been invaluable to thousands of bluewater cruisers—including *Big O* when she crossed the Atlantic to Gibraltar and later from Fort Liquordale to St. Martin. Congratulations, Herb!

This is bueno! For the first time in memory, the Acapulco YC is actively putting out the welcome mat for cruisers. Their facilities include 300 berths, 150 dry storage spaces, a Travel₇Lift, fuel dock, tennis courts, pool and a nice clubhouse. Not only that, it's in the quiet part of spectacular Acapulco Bay. We have fond memories of the place, so if you're in Ztown or headed to Costa Rica and Panama, think about stopping. Email them at cyates@aca-novenet.com.mx.

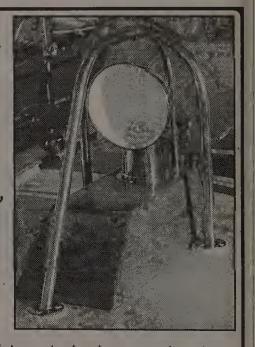
Want to enjoy part of the year **2000 in the Caribbean**? Here are some events you

might want to wrap a charter or your cruising around: January 28, Grenada Sailing Festival. March 3-5, Heineken Regatta at St. Martin. Figure on 250 boats and perfect sailing conditions. Use the four days before and/or after for cruising Anguilla, St. Barts and Nevis. April 9-11, BVI Spring Regatta, British Virgins. Everything from bareboats to hot boats frolick in the ideal sailing conditions of the Drake Passage. April 20-24, Bequia Easter Regatta. Great times at one of the smallest and best loved islands in the Caribbean. April 20-25, Antigua Classic Regatta. If it's anything like the past several years, it's an event lovers of traditional yachts cannot afford to miss. April 30- May 6, Antigua Sailing Week. You can't call yourself a sailor until you've done the biggest, grandest, wildest regatta in the world. May 14-19 Tobago Sailing Week — what Antigua Sailing Week was like 25 years ago. June, Martinique Regatas de Juin. Antigua Sailing Week with some French twists. Oh, la, la! August 4-6, Carriacou Regatta. They must think they're immune from hurricanes.



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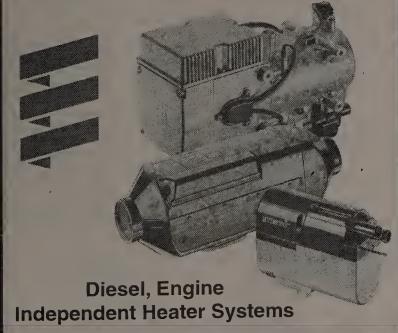
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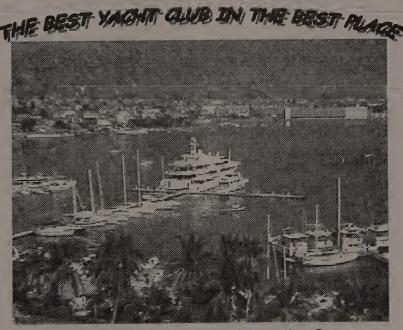
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O'DAY YNGLING 20-FT CLASSIC FG racer/ daysailer. Baby Soling, ever so sweet sailing keelboat w/trailer. \$1,000. (510) 965-0642. 18-FT SLOOP, with fixed keel & cabin. Good Pineapple sails. W/o motor or trailer. In the water Redwood City. Good bottom paint. \$500 obo, must sell. Ralph, (650) 949-5644. For picture: califomia.com/~rwoodard

J/24, 1980 PERFORMANCE SAILCRAFT. Light use boat with long shaft motor & trailer. Includes sails & all lines & rigging. Needs a good scrubbing & some TLC. Located in Alameda dry storage. \$4,500/offer. (925) 283-5556.

COLUMBIA CHALLENGER 24, GUNGA DIN. Multiple YRA champion with 2 jibs, 2 spinnakers, 1 main, mondo boom, outboard, VHF, depthmeter. Good condition, set up for racing or cruising, including singlehanded. \$3,500 including 1 day training/coaching. Jan Grygier (510) 237-1837.

SANTANA 2023A. 23ft water ballast trailer sailer, VHF, depth, knot, compass, anchors, potty, cooler, table, roller furling, new 6 hp Yamaha, good trailer. Recent rigging, life lines & nets, more. Easy, fun, can-do boat. \$11,500. Mark, (408) 248-8646.

CAL 20, 1964. Perfectly maintained. One of the cleanest on the Bay. Great 1st time sailboat. Full batten main. Two jibs, one self-tending. New Porta-Potti. Great transferable downtown Sausalito berth. Needs motor. \$1,500 firm. Pls call Jeff, (415) 351-2003.

24-FT YANKEE DOLPHIN, 1973. Sparkman & Stephens pocket cruiser. Full keel with center-board. Fully equipped singlehander. \$7,700. Please call (530) 878-9078, lv message.



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25 TO 28 FEET

O'DAY 272, 1988. Excellent condition. Lots of extras: Autohelm, VHF, stereo, depthfinder, solar, two anchors w/rode, 9 hp Suzuki, dockpower, standing headroom, sleeps four, galley, Porta-Potti, suncover, tandem trailer. Great Bay or lake boat, wing keel. \$18,000. (707) 447-4469.

ERICSON 27, 1977. T cockpit wheel steering, self-furling jib (2 sails), Atomic 4 inboard, two hatch model. Hauled & painted July '99. Great boat. \$7,200 obo (I can carry note for right sailor). (925) 939-8277 or (925) 989-6015.

26-FT LUDERS 16. Fiberglass hull, mahogany cockpit, Hood main, performs well in SF Bay. Great daysailer. Specs: LOA 26'; LWL 16' 4"; Beam 5' 9"; Draft 4'; Keel 1,600 lbs lead; Total displacement 2,950 lbs. \$2,500. Pls call Mark, (415) 383-7154.

25-FT CATALINA, 1982. Very good condition. Autohelm, custom canvas/dodger, depth, VHF, CD/radio, compass, grill, two batteries/recharger, cushions, toilet. Many extras. 8 hp Johnson. \$6,200 obo. (925) 634-9719.

1972 CLIPPER MARINE 26-FT SAILBOAT. Rigid enclosed pop-top with 5' 10' headroom, lots of gear, 7.5 hp Honda, completely rebuilt tandem trailer with 5 new tires, all in good condition. \$3,000. In S.C. Kevin, (831) 425-0959.

OLSON 25, HULL # 26. Competitive class boat, new UK Tape Drive inventory. \$14,000. Pls call (415) 332-5327.

HAWKFARM 28, National One Design Champion, new and extensive sail inventory. fast, sturdy and versatile. \$12,500. Call (510) 234-7839.

BRISTOL 27. Very spacious cockpit, new upholstery, head, depth, VHF. High quality construction. Berkeley slip. Three sets of sails including two spinnakers. Very stable and fast. Over \$7,000 invested. Must sell \$4,000. (925) 280-0305.

PACIFIC SEACRAFT DANA 24. LOA 27'3' cutter rigged, dual pro-furl, Questus self leveling Furuno radar, Glacier Bay refrigeration, Freedominverter, 100A alternator, 2000R control & more. \$65,000 firm. Santa Cruz (831) 423-0187 or see: pacificseacraft.com

HAWKFARM 28. Inboard Volvo, great sails,168 handicap winner, needs TLC. Sacrifice \$6,000 obo. (510) 412-0427.

MERIT 25, 1984. Great for Bay cruising, racing. Low hours 8 hp Honda outboard, under warranty. Bottom paint & survey, summer '97. Sail inventory includes full set of racing & cruising sails with 2 spinnakers, heavy weather jib. \$8,500. Pls call (707) 425-9626.

OLSON 25, SANTA CRUZ BUILT, WANTED TO buy. Good to excellent condition. Soon. If you know an Olson 25 owner, please pass this ad along. Call Kurt at (510) 339-8876.

MORGANOUTISLAND 28. Big 28 ftsloop, Atomic 4 gas. Club jib, sleeps 6, dinette, tiller, white, green trim, stereo, VHF, good Bay, Coastal & Delta cruiser. \$7,500. (510) 337-3220. Alameda, 2 boat owner. Will return calls eves.

O'DAY 27. Main, jib, 150%, spinnaker, pole, white w/blue trim, sleeps 5, folding table, race/cruiser, 8 hp Nissan o/b, tiller & double lifelines. Runs great, sails great. \$4,500. (510) 337-3220. Will return calls eves.

BALBOA 26, 1973. Lyle Hess design, fiberglass, dinette, galley, enclosed head/vanity, sleeps 5, new spinnaker, electric start 9.9 hp Evinrude. Good liveaboard. Must sell now, best offer over \$2,500. Jerry, (415) 332-1001.

J/27, 1986. 3 headsails, 2 spinnakers, 1 spinnaker staysail, 2 mains. 1 main 2 yr old North, rarely used. 6 hp Evinrude outboard, gel battery charger, VHF, stereo, LifeSling. \$18,500. (415) 440-3549.

COLUMBIA 28, 1968. Clean, very well maintained, good condition. VHF, depth, windvane, wheel, compass, microwave, head, nice cabin. Likenew dodger, weathercloths, cushions & cockpit cover. Needs some work. Beautiful boat, great cruiser! \$5,900. Call (415) 554-4638.

ISLANDER 26, 1978. Excellent condition, OMC saildrive, VHF, stereo, depth, compass, roller furling, Autohelm, full boat cover, cockpit cushions, alcohol stove, sink, chemical toilet, 3 jibs, anchor, will sleep 4. Located in Antioch. \$8,500. Please call (925) 625-0375.

ISLANDER 28. Fully equipped racer/cruiser with all the equipment. New main & 125% genoa. 5 other jibs in good condition. 1 delivery main. Furuno 1621 radar with custom stainless mast. Volvo, GPS+. \$25,000 or trade up, 32/35' + cash. Amie, (415) 239-1844.

NOR'SEA 27, HULL #128. Factory built, Yanmar 2QM15 many spare parts, Monitor, Autohelm, radar, 7 sails, VHF, sounder, dodger, full canvas, windlass, gallows. Pacific vet, ready to go again. Inventory list avallable. \$62,500. Please contact (510) 234-6587.

CORONADO 25. 3 sails, 10 hp Johnson outboard, electronic depthsounder, battery charger, stainless BBQ, sleeps five. Needs some work. At Antioch City Marina. \$1.995. Call (209) 795-2864.

NEWPORT27, 1979. Excellent condition. Recent survey and haulout. Atômic 4 inboard. VHF Radio, depth sounder, stereo. Recent new sails. \$9,500. Please contact Jim at (510) 428-1474 or 72153.1233@compuserve.com

CATALINA 27, 1982. Tall rig, newer standing & running rigging, Universal diesel, traditional layout, tiller, 85%, 110%, 130%, newer full batten main, EZ Jacks, VHF, depth, speed, CD, microwave, recent survey. Located in Alameda. Very clean. \$12,995. (831) 461-1844.

CAL 2-27, 1975. Excellent Delta & Bay boat. VHF, Autohelm, DS, KM/log, 2 anchors, BBQ, Ritchie compass. 2 batteries with Smart charger. Reliable Atomic 4. Lines led aft, Spinlocks, 4 sails. Lots of extras. \$10,500. (209) 474-7267.

EXCALIBUR 26, 1968. Sails well in all winds. New halyards, 3 sails, 5 hp Nissan longshaft outboard, other extras. Bluebook \$5,700, asking \$4,800. Sausalito. (415) 332-6412.

RANGER 26, 1973. Mercury 10 hp electric outboard. Roller furling for 130% genoa & working jib. Very good condition. Sleeps 4. \$5,200 obo. Pls call (510) 412-2234.

29 TO 31 FEET

NEWPORT 30, 1984. Custom open transom, teak platform, tiller, refrig, propane stove w/oven, Universal diesel (low hrs), VHF, KM, DS, compass, roller furling, autopilot, dodger (usable but needs replacement) w/full enclosure, 5 sails. Great cruiser. \$22,000 any offer considered. Pls call (510) 290-1179 or (828) 273-3888.

NEWPORT 30, 1984 MKIII. Roller furling, full batten main, custom teak cabinetry, Universal diesel with spares, refrig, Autohelm 3000, dodger with sun shade, custom curtains, 100 amp alternator, Smart regulator, lines led aft, bristol. In San Carlos, Mexico. \$23,950. (520) 378-2048.

C&C 30, 1979. Epoxy bottom, roller furler, Autohelm Seatalk instruments (autopilot, depth, speed, wind, tridata computer, loran). Exceptional Bay/coastal sailer. Great weekender. \$18,000. (510) 521-6376 or kenyon@slip.net

31-FT MARINER KETCH. Perkins 4-107, great liveaboard, well laid-out, mahogany interior, VHF, DS, KM, KL, solar panel, LP range w/oven, extensive ground tackle. In La Paz. \$14,500. Call Don at (011) 52-112-73229 for details.

GOLDEN GATE 30, 1991. Full keel, bluewater, mint condition. Yanmar diesel (600 hrs), radar, VHF, DS, KM, Autohelm, electric windlass, pressurized water. \$37,500. Call for more information, (425) 252-1230. Everett, WA.

TARTAN 30, 1971. Fast S&S design, solid construction. Responsive club racer, solid coastal cruiser. 3 jibs, 1 spinnaker. Depth/knot, wind Instrument, 2 compasses. New fuel tank included. \$9,000 obo. Must sell. Michel (650) 728-2560, (949) 470-6436 or mbergh@nexellinc.com.

NEWPORT 30, 1972. Set up as comfortable liveaboard. Dodger, Harken furler, Autohelm, sound Atomic 4, just hauled. Lines led aft, new batteries, tiller. Holding tank. See at Gashouse Cove. Asking \$9,750. Please call (707) 887-1496.

30-FT HUNTER, 1993. Excellent Condition, professionally maintained, great wood, brand new roller furling and bottom painted 8/99. Hand held GPS thrown in on the deal. Owner motivated to sell! \$49,000. (510) 792-5525.

CATALINA 30, 1984. Very clean, 2 boat owner, new dodger, battery charger & cushions, Universal 25 diesel in excellent condition, Autohelm 3000, wheel, selftailing winches, propane stove & heater with 2 vented tanks, 3 batteries, windlass, full instrumentation. Bruce anchor plus 150 feet chain, whisker pole, cockpit weather covers, tabernacle mast. Sails: main, working jib & almost new 82% & 150% jibs. All maintenance records & manuals. \$26,300. (408) 268-5184.

ERICSON 29, 1971. Atomic 4, roller furling jib, spinnaker, dinghy. Remarkably well maintained, new bottom paint October '99. Sausalito berth. (510) 547-8383.

EVANS 30. New Zealand built ULDB/Sport Boat. Under 2,000 lbs empty, all Kevlar hull, bulb keel, 8 bags, most unused, trailer, dry sailed only. Reach at 12 knots with main & working jib only. Very suitable for singlehanded sailing. \$20,000. (714) 777-3175 or Exactair@aol.com

29-FT RANGER SAILBOAT, 1972. Racer/cruiser. Nice, must see! Folding prop, dodger, lines led aft, roller furling jib. Epoxy bottom job plus two coats of bottompaint done in '99, extras. Asking \$14,500. Please call (408) 732-4347 or (408) 472-1127.

29-FT ATKINS CUTTER, with Volvo diesel. Classic lines, ferro-cement hull built professionally In Washington in late 70's. 2 sails, VHF, propane stove/oven, great Bay boat. \$7,900. Call Erik at (415) 824-4206.

CATALINA 30, 1977. Rebuilt Yanmar Diesel. New starter, battery, oil filter, raw water filter, exhaust. Injector rebuilt. Fresh paint, hull and survey 7/99. New depth/knot. Wheel steering, roller-furling. New head, carpet. Pressure water. Cushions steamcleaned. \$20,500. Pls call Ben (415) 673-3206.



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32 TO 35 FEET

32-FT CATALINA MKII, 1997. Like new condition, Yanmar 3 cyl diesel engine with 62 hrs & three blade prop, Autopilot, knotmeter, depthfinder, windspeed, windpoint & Apelco VHF radio, battery charger. AM/FM/CD with speakers inside & outside, Dutchman reef & single line reef, roller furling, 100% genoa, dodger, boomvang, new lines, microwave, TV & more. Owner wants to move up. Almost new boat. Asking \$79,000. Call (408) 377-8186.

34-FT PEARSON, 1985. Strong, fast, well maintained cruiser. Yanmar 30 with cruising Autohelm, new Ullman sails & spinnaker, wind instruments, autopilot, Loran, natural gas stove, water heater, refrig, dodger, customized interior & much more! Liveaboard or cruise. \$45,000. (858) 551-1069.

EXPRESS 34, 1987. Complete B&G Hydra System with autopilot. Ready for anything. \$75,000. (415) 332-5327.

CATALINA 34, 1986. Roller furling, dodger, autopilot, radar, VHF, stereo cassette, color TV, windspeed & direction, depth/knot, h/c pressure waterw/shower, new waterheater, Adler Barbour, CNG stove/oven, self tailing winches, all lines led aft, like new cruising chute, teak cockpit grating, Universal diesel, and much more. Hauled and painted bottom 4/99. Beautiful Boat! Serious inquiries only! \$56,500.00. Pete, (559) 281-0228 or E-mail: zuteman99@hotmail.com.

SOUTH PACIFIC ON YOUR MIND? 33 ft Custom Steel Yawl "Cross" already there and ready for you to climb aboard and continue her adventure. Fully outfitted for long-term cruising. Please call (604) 794-5677 or e-mail (jlzks@uniserve.com) for full specifications and details. \$27,000 USD.



35-FT CHRIS CRAFT MOTORSAILER. Olir Stevens designed cruiser. Heavily built, full keel 20,000 lb able sailer equipped for long range SSB, radar, Ioran, weatherfax, windlass. Luxury below, bonded propane, diesel cold plates, 2 heads, walk-thru tri-cabin. Well below survey Ventura. \$49,000. Ralph Koemer, (602) 264-5021

ISLANDER 34, 1977. Newin '97: running & standing rigging, headsails, thru-hulls, topside LPU, head, plumbing & holding tank; AP w/remote, new canvas covers, Volvo diesel, lines led aft, electric windlass, CQR & Danforth. \$25,000 obo. Call (707) 642-5518. Marina Bay. Will consider tradeup to medium cruiser.

PACIFIC SEACRAFT CREALOCK 34, 1985. World cruiser, dodger, radar, Autohelm 3000, 12 volt refrig, Ample power 105 amp alternator & electrical monitoring system. Roller furling, Lazy Jacks & cruising spinnaker. Owned for last 11 years by knowledgeable sailor. \$99,500. Pls call (408) 723-9451.

32-FTSTEELCUTTER, 1990. Liveaboard/cruiser. 20 hp Albin diesel, windlass & more. Needs finish work to complete. Only serious buyers call. \$15,000/trade. (415) 956-2528.

PEARSON 10M. 33 ft racer/cruiser, safe & fast for the family, the perfect Bay boat. New bottom, roller furling, 3 mains, 3 spinnakers. Newly rebuilt Atomic 4. Navico Corrus gauges, DS, KM, WM, GPS, CD & VHF. Pressure & hot water. Competitive racer with several new winches & running rigging, 144 PHRF. Berthed South Beach Marina, beneath PacBell Park. \$24,000 all up. \$12,000 for 50% partnership. Jerry, (408) 739-3224.

IRWIN 32 SLOOP, SEA DEN, 1971-72. Atomic 4, club-footedjib, dodger, extra sails, sleeps 5. Owner took up golf. An inexpensive liveaboard priced for quick sale at \$12,500. (650) 877-7429.

FREEDOM 33, 1982. San Diego, excellent condition, ready to go cruising. Radar, wind generator, 2 solar panels, SS arch, Monitor, watermaker, GPS, VHF, SSB, knotmeter, depthsounder, dodger, spares, much more. \$55,000 or trade for Corsair F27, contact Mike, (800) 653-3832 or (253) 926-8599 or svpatience@hotmail.com

RANGER 33, 1976. Excellent condition. Fresh H20 cooled Atomic 4. To many recent upgrades to list. Would consider trade down to Ranger 23 in partial payment. Only \$23,000. (510) 769-3424.

36 TO 39 FEET

CATALINA 380, 1999. Furling main/headsail, radar, B&G instruments, autopilot, inverter, GPS, chartplotter, high output alternator, engine driven refing/freezer, gennaker, watermaker, CD/FM, speakers up & below deck, all Catalina equipped plus dodger. Mexico veteran, moving up. \$162,000. (805) 963-2418 eves or (805) 965-0581 ext 2344.

36-FT FREEPORT BY ISLANDER, 1981. Best liveaboard with good sailing ability. "B" plan, diesel, VHF, roller furling, 5 ft draft, inverter, 400 hour batteries, H/C water, diesel heater, new windows, new upholstery, great condition. \$66,000. Call Rick at (510) 236-3099.

LAPWORTH 36 HULL #14. Mahogany on oak (strip planked, looks like fiberglass), rebuilt Yanmar 3gm 150 hrs, refng, GPS, Harken furler, extra fuel & water tanks, replaced keel bolts, new V-berth cushions, new paint every year, extra sails. \$16,000. (831) 688-1799.

36-FT MAGELLAN BLUEWATER KETCH. Beautiful classic lines. Well maintained and fully equipped for extended cruising/passage making. In Marina Real, Sea of Cortez, San Carlos, Sonora, Mexico short drive from border. \$57,000. Visit web or call for equipment and specifications: (818) 249-2836 or http://www.home/sprynet.com/ sprynet/lencole.

1982 CREALOCK 37. Solid Bay/world cruiser, Aries windvane, Autohelmautopilot, solar, dodger, diesel heater, 6 sails, rigged for single-handing. \$74,500. (530)389-9421.

36-FT LAPWORTH, 1963. Transpac Hawaii twice. Many medals, sail/liveaboard. New Force 10 oven, new refrig, replaced rigging, mast completely refastened. Reliable Westerbeke engine, good ground tackle, more. Comes with slip at Pillar Point Harbor. \$29,000 obo. (650) 728-1604.

UNION 36 CUTTER, MUSIC. Ready to cruise. New sails, new engine, new everything. Solar panels to custom mattress, Music has everything you need for a safe, comfortable trip to Baja or beyond. \$85,000. Mike, (510) 965-0339. See more: http://199.88.105.194/music

HALLBERG RASSEY 38, 1985. This boat has been refit in summer of 1999 & just returned from a fantastic Ha-Ha. New Yanmar, batteries, rigging, etc. \$195,000. (650) 726-7437.

PEARSON 36. Liveaboard/cruiser/racer. Hull #41. New Perkins diesel. Cruised extensively. \$35,000. (707) 765-4890 or kunslaw@sonic.net

ENDEAVOUR 37, 1980. Sloop, Perkins 4-108, 16 color video fishfinder, VHF, GPS. Epoxy bottom, 300ft chain, 2 anchors, roller jib. Roomy with large cockpit. \$45,000 obo. Please call Mark 6-9pm, (925) 820-0725.

ISLANDER 36, 1975. Perkins 4-108. Cruise ready with self-furling jib, bow roller, CQR anchor. New dodger & covers, instruments, propane stove & refrig, VHF, Loran, FM, hot/cold pressurized water, Barient winches, many extras. No blisters. Excellent condition. \$37,500. Call (707) 552-3368 or (541) 476-2090.

INGRID 38-FT SLOOP. Ferro, Profurl, Autohelm, Monitor vane, 4 cyl Westerbeke, freezer, electric windlass. 60 lb CQR, all chain ground tackle. Hard dodger. In La Paz, Mexico. \$33,000. Please call (510) 534-5526.

ISLANDER 36, 1975. Perkins 4-108, radar, GPS, electric windlass, roller furling w/90%, 110% & 150% sails. Spinnaker & poles. Full canvas, recently installed. EPIRB, Autohelm w/remote controller, inverter, 3-burner propane stove & oven, instant hot water heater in galley, Lectrasan head, 6 opening ports, new cabin windows & new forward hatch & much more. \$36,500. Call for complete details, (510) 567-8350.

37-FT VAN DE STADT, steel cutter, 6 tons, fast bluewater cruiser, loaded. Many extras: Aries, refrig, dinghy, Force 10 oven, radar, solar & wind gen, autopilot, spare parts, tools. Needs minor TLC, \$39,000. (818) 378-3120.

38-FT IRWIN CENTER COCKPIT. Surveyor supervised building this boat specifically for me (original owner/captain/engineer). Immaculately maintained. Cruise/liveaboard ready. Loaded with too much equipment & special features to list here. Exceptional! Must see to appreciate! Call (310) 305-1505 or svzebnna@aol.com

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40 TO 50 FEET

40-FT VAN DER STADT, STEEL CUTTER, 1987. World cruiser, cruising ready, outfitted in France. Newly painted '98, one owner since 1989, Perkins 4108M, roller furling, autopilot, GPS, radar Furuno 24 miles, VHF, SSB/HAM Icom M700/F. Avon dinghy & outboard engine, 8-person Avon liferaft, Aries vane gear, generator, solar panels, dodger & more. Lying Manna Santa Rosalia, Baja, Mexico. \$75,000.Philippe,phone/fax: (011) 52-115-220-22 or email: danigo@prodigy.net.mx

PASSPORT 42, 1981. A great world cruiser. One owner. Impressive inventory of electronic equipment including GPS, radar, autopilot, VHF, SSB/ HAM, Loran, depthsounder, windspeed/direction, inverter, etc. \$134,500. Non-smoker, no pets. Excellently maintained. Located in Vallejo. Call (619) 995-5066.

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46 HOLLAND ALUMINUM CUSTOM, 1979 Palmer Johnson built. This is 'ARIES' of Fastnet racing fame. Major refit with emphasis on cruising. Seakindly. Easily shorthanded. Excellent blue water boat. Extensive updated equipment list. Fast. Powerful. \$89,000. Please call Jimmy, (310) 831-1376.

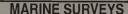
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TARTAN 40, 1989. Beautiful, strong, performance cruiser. Kevlar hull, scheel keel, cutter rigged, hard dodger. Complete systems refit, 1995-98.
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42-FT TAYANA, 1985. Center cockpit cutter. 30+ gph watermaker, 4 kw generator, wind generator, Flemming windvane, autopilot, weather fax, Espar diesel heater, radar, refrig/freezer, liferaft, 150 gal fuel, 180 gal water, two heads. Located in NE Florida. \$169,950. Please call (609) 841-8021 or runningfree1@juno.com

ISLAND TRADER 43 KETCH. Documented. Located in Baja. Designed by Garden. Great liveaboard, teak interior/decks, roller furling, electric windlass, liferaft, windvane, VHF, Loran, Stereo/CD, H/C pressure, extras. (760) 788-0511 or bturf@cts.com. Needs TLC. Seller will consider reasonable offers.



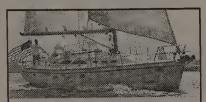
McGUIRE 44, CUSTOM PERFORMANCE cruiser, hard dodger, excellent condition, easily singlehanded. Beautiful interior, leather uphol stery, classic layout, well equipped for coastal getaways, capable of offshore use. Sloop/cutter rigged, jib furling, 6 bags, 7 selftailing winches, nydraulic vang & backstay. Routinely hits 8-3/4 nots to weather & has seen 12 knot reachs. Aft doubte, vee, 2 settee & 2 pilot berths. Large galley, chart table & bulk storage area. For more informa-ion call: weekdays (562) 630-2700, other times call (714) 840-4223.

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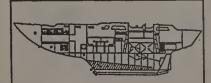
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1989 X-119 (40') BY X-YACHTS of Denmark. High quality racer/cruiser. Beautiful teak interior with enclosed head & 3 double staterooms. Sisterships X-Dream/Perestroika successful TransPac, Pacific Cup, Kenwood Cup competitors. Specifications & photos: www.regattasail.com Asking \$129,900, bring all offers. (206) 601-3867.



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ENDEAVOUR 51, 1989. Beautiful cruising sloop Center cockpit, 3 staterooms, 7 ft headroom. Yanmar, autopilot, GPS, windlass, davits/dink Well equipped & very clean in & out. \$189,000. Pls call (530) 672-0596 or www.geocities.com/baja/ mesa/1745

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56-FT LOA, 1943 WOODY. \$19,950. In: warm Mexico, best slip, Marina Mazatlan. Big inside, 9 x 10 master cabin, queen bed. 6' 2" headroom, Volvo 17C. GPS, Autohelm, 12 solar panels, inverter/charger, generator. Terry, (949) 859-9950 or wanderlust@fea.net

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45-FT WHARRAM ARIKI CLASS CAT. Good condition, no motor, one hull partly unfinished inside. Lying at anchor near Sacramento. \$11,000. Dick at (916) 363-8383 days or (530) 753-8864 eves or Dick@davis.com



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32-FT ISLANDER, 1983. 1/4 interest, little use, docked in Sausalito. \$5,000. (415) 457-0701 ext 19 (Oliver).

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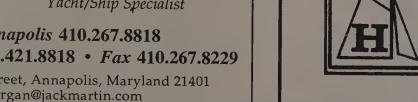
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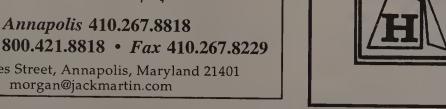
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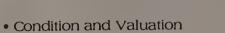
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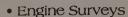
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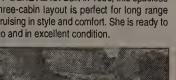
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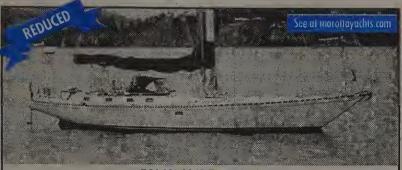




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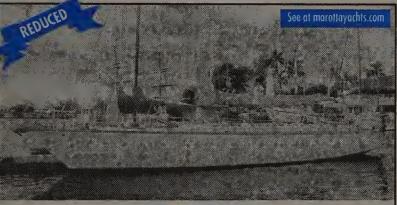
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30' CATALINA, 1980

Dallar far dallar, it's hard ta beat these papular baats. Teak and hally sale, cushians shaw like new, large quarter berth aft. Hat/cald pressure water, Adler-Barbaur reefer. Updoted soils in good shape. Dodger. 11hp Universal diesel engine. Tiller steering. Sausalita Yacht Harbar slip can transfer. Just reduced!

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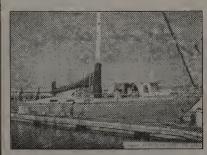
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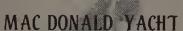
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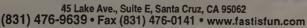
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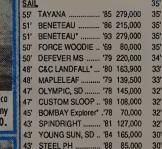
TWO BENETEAU 51s, '86...Asking \$215,000, '93...Asking \$259,000. Bath beautifully maintained & equipped far performance cruising



37' TAYANA MkII, '86. Owners oft enclosed stateraam. Beautifully equipped. Autapilat, radar, inflatable w/autbaard. New uphalstery. \$103,000.



CATALINA 380, 1999. She has been to Mexico and back. Raller furling main and headsail, many



ULMER ALUM.

TAYANA .

FISHER ..

PEARSON

COLUMBIA

CATALINA

COLUMBIA*

365 36' 36'

36' PEARSON 365, 1977, CUTTER RIG. New uphalstery, new deck hatches. Westerbeke diesel. RF headsail. Large ST primaries. \$50,000.

				Action to the second second		
SELECTED CRUISING YACHTS						
SAI			35'	ALBERG '65	34,900	25' CORONADO '63 5,500
55'	TAYANA'85	279,000	35	NIAGARA '81	67,000	24' YAMAHA '78 6,500
51'	BENETEAU '86	215,000	35'	ROBB '63	45,000	POWER
51'	BENETEAU* '93	279,000	35'	HUNTER LEGEND '90	68,500	60' BURGER '58 252,000
50	FORCE WOODIE '69	80,000	35'	CHEOY LEE '79	49,500	56' FELLOW/STEWART '27 50,000
50'	DEFEVER MS '79	220,000	34'	ISLANDER '77	25,000	50' STEPHENS '65 135,000
48'	C&C LANDFALL* '80	163,900	33'	APHRODITE '85	27,500	50' FANTAIL'07 40,000
48'	MAPLELEAF '79	139,500	33'	CHEOY LEE 75	34,500	48' CHRIS CRAFT '50 129,000
47'	OLYMPIC, SD '78	145,000	32'	SENATOR* '78	38,000	43' STEPHENS '29 74,900
47'	CUSTOM SLOOP '98	108,000	32'	FUJI '78	40,000	42' KHA SHING FB '84 140,000
45'	BOMBAY Explorer* .'78	70,000	32'	COLUMBIA '78	32,000	41' CHRIS CRAFT '84 129,000
43'	SPINDRIGHT '81	127,000	32'	TRAVELLER '74	29,950	38' MEDITERRANEAN '91 143,000
43'	YOUNG SUN, SD '84	165,000	30,	ERICSON 30+ '83	27,500	38' CHRIS CRAFT '67 39,500
43'	STEEL PH '88	85,000	30'	CHEOY LEE '64	29,500	38' CHRIS CRAFT two Inquire
42'	GOLDEN WAVE '81	110,000	30'	CAL 3-30 '74	20,000	38' MATTHEWS '25 28,900
41'	ISL. FREEPORT '80	89,500	30'	NEWPORT'71	20,000	37' AQUA CRAFT '83 65,000
41'	RHODES'66	98,000	30'	BRISTOL '73	17,500	33\ CARVER '76 42,000
41'	ALUMINUM '77	59,500	30,	HUNTER '93	60,000	32' GRAND BANKS '66 30,000
40'	SLOOP WOOD!E '90	75,000	30'	WILLARD P/HOUSE'74	44,500	30' TOLLYCRAFT '72 26,000
39,	FREYA '86	120,000	30'	CATALINA '78	17,500	29' OWENS'59 12,500
38'	IRWIN CC '84	149,500	29.5	5 HUNTER 3 from	47,000	28' WELLCRAFT Exp., '85 31,900

RANGER, nice '72

TRADEWINDS '67

CATALINA CAPRI. '90

ISLANDER

ALBIN

15,000

24,500 . '78

24,500

18,900 ... '73

20'

32' FUJ1, '78. Beautiful construction. Great condition. Nicely equipped. Must see, in Sausalita. \$40,000. 13,900 18,000 CORRECT CRAFT '77 13,500 19,900

RHODES 41, 1966. Campletely restared classic, beautiful interior, all systems redane: elec., eng., etc. CD, new dadger, canvas & battam.

41' ISLANDER FREEPORT, '80. Robert Perry de-



39' FREYA, '86. Equipped for cruising. Great sail inventory. Offshore roft. Hard dadger. Radar. Weatherlax. Ar, 555. Super clean. \$120,000.



95.000

50,000

62,000

'86 103,000

'77 104,000

29' HUNTER 29.5s, '94 & '97. Great layouts w/ enclased fare & aft stateraams. Raller furling. Lines led aft. Great Bay baats. \$47,000 & \$63,000.



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35' CHEOY LEE '79. Aluminum spars. Brand new main. Profurl. ST winches. Electric windlass. Great shape:





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42' GOLDEN WAVE, '82. Robert Perry perf.e cruiser. Fin keel, skeg hung rudder. Perkins 4-108 w/only 492 hrs. Nice sail inventory. Harken roller furl. \$110,000.



48' C&C LANDFALL, 1980. Three cabin layaut, Engine campletely rebuilt Radar, GPS, autopilat, Onan genset. Vessel hails out of San Diego. \$159,000.



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43' STEPHENS. Classic cruiser. Very nice. P.O. cedar over oak, branze fastened. Twins, H&C press w/shower. Dsl heater, fireplace, full baat cover & More. **74,900**.

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36' STAYSAIL SCHOONER, AKIN designed, diesel, FG over cold-mold over strip

30 WALSHBO MIrsail, dsl, 7,000
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22' FORMULA 3L5, i/o

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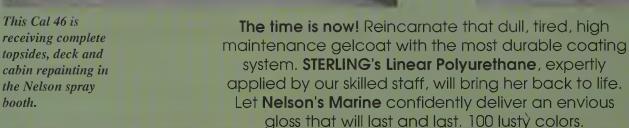
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